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HERITAGE TRAILS

Strengthening
A Regional Community



Mission of the Southwestern Pennsylvania Heritage Preservation Commission

The Southwestern Pennsylvania Heritage Preservation Commission fosters partnerships to recognize, conserve, promote, interpret, and make available for the benefit of the public *The Allegheny Experience: An American Transformation*.

Mission of the Regional Trails Committee

The Regional Trails Committee serves as a regional forum to foster the establishment, protection, implementation, and interpretation of heritage trails in the region overseen by the Southwestern Pennsylvania Heritage Preservation Commission.

PREPARED:	Partnerships Branch, Denver Service Center National Park Service	November 28, 1994
RECOMMENDED:	Regional Trails Committee Laurie Lafontaine, Chairperson Southwestern Pennsylvania Heritage Preservation Commission	December 1, 1994
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Heritage Trails **STRENGTHENING A REGIONAL COMMUNITY**

August 1995

Bedford, Blair, Cambria, Fayette, Fulton, Huntingdon,
Indiana, Somerset, and Westmoreland Counties, Pennsylvania

United States Department of the Interior



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PREFACE



To understand the Allegheny region of southwestern Pennsylvania, one must first get through it. Ridge after ridge, these mountains formed a formidable barrier to all who attempted their crossing. Whether ancient buffalo, American Indian, early explorer and settler, canal builder, railroad builder, or highway builder, all who would cross these ridges had to find their own best way.

Today, with the regional trails system proposal, visitors and residents of this beautiful region have the opportunity to walk the same pathways through history and to follow the same course taken by an early canal or railroad, including the route of the horrific Johnstown flood. In doing so, there is opportunity to refresh a sense of community and region and ourselves. On these pathways people can look into the face of history, follow its very steps, and remind themselves and their children of what was accomplished years ago and still invigorates today.

The trails system described in this document presents a significant challenge, but the obstacles are pale in comparison to those overcome by the individuals who first created these pathways. Like those early trails, these new pathways will be built by the hard labor of men and women willing to take up this new challenge. The obstacles today may be more bureaucratic and financial than physical, but the dream of uniting a region and once again crossing that Allegheny barrier is the same. This generation must continue to follow that path.

ACKNOWLEDGEMENTS



Heritage Trails: Strengthening a Regional Community is a foundation for future trails planning and development in the nine-county region overseen by the Southwestern Pennsylvania Heritage Preservation Commission (SPHPC). The plan was cooperatively developed, and is now owned, by the citizens in each of the nine counties. Its development involved over 250 people, each of whom participated by offering a vision, information on current trail initiatives, and assistance in the production of the document and maps. Thanks to the following organizations and individuals:

- Participants in the Regional Trails Visioning Workshops, who took the time to participate in the planning process, identifying issues, solutions, and trails opportunities.
- Citizens of the region who have called or written in their interests and desire for involvement.
- Coordination of the interest in the regional trails plan by the SPHPC Regional Trails Committee and Chair Laurie Lafontaine.
- Guidance in the development of the plan provided by the Trails Plan Task Force members Richard Stahl, Ed Patterson, Laurie Lafontaine, Gary Plummer, and Karl King.
- Support and interest in the planning process via the appointment of trail representatives, the County Heritage Committee, and Chairs Joanne Ziegler, Lou Leopold, Larry Custer, Evelyn Hovanec, Margie Taylor, Richard Stahl, Laurie Lafontaine, John Torres, and Kimberly Bringe.

- Compilation of county heritage resources and trail initiatives by the County Heritage Committee, and trails representatives Linda Brown, Jennifer Barefoot, Larry Custer, Harold Richardson and Jo Lofstead, Lisa Sherman and Ray Miller, Richard Stahl, Kenan Kevenk, Tracy Schultz, Malcolm Sias, and Lysle Sherwin.
- Assistance in networking and expertise in trail development issues by the following established trails organizations: Cambria & Indiana Trail Council, Loyalhanna Watershed Association, Rails-to-Trails of Blair County, Somerset County Rails-to-Trails Association, Regional Trail Corporation (Youghiogheny River Trail Council, Downtown West Newton Inc., Mon/Yough Trail Council), Pennsylvania Chapter of Rails-to-Trails Conservancy, Mid-State Trail Association, and Keystone Trail Association.
- Initiative and active involvement in trails development projects by the newly formed Sewickley Creek Watershed Association and the Cambria County Conservation and Recreation Authority.
- Assistance in providing GIS data by Wilbur Smith Associates, George Burns of the Pennsylvania Department of Environmental Resources Bureau of State Parks, and John Romano of the Southern Alleghenies Planning and Development Commission.
- Artwork donated by Penny Russell for the visioning workshops and this document.
- Assistance in developing the rail excursion opportunities provided by Peter Barton, Executive Director of Altoona Railroader's Memorial Museum and Horseshoe Curve National Historic Landmark.
- Assistance in developing the water trails opportunities provided by Mike Burk of Benscreek Canoe Club, Phil and Debbie Patz of Keystone River Runners, Don Frew, Jude Harrington, and others.
- Photographs for this report provided by photographer Bill Metzger.
- Project funding, administration, and oversight provided by the SPHPC staff.
- Technical assistance provided by the Pennsylvania Heritage Parks Program: Larry Williamson and Alan Chace.
- Technical expertise and assistance provided by National Park Service's Partnerships Branch in Denver, Colorado.

This was truly a participatory and cooperative process, one that must continue as the plan is implemented. It will serve as a foundation for continued partnership building between local governments, public agencies, business, and nonprofit organizations for trail project development. It also marks the beginning involvement of many interested persons in the region. These folks are encouraged to stay informed and involved (see appendix C for a list of contacts). The planning team, Heritage Trails Task Force, and the partners applaud the region's commitment and interest to work toward developing a heritage trail system, a unique national initiative.

SUMMARY



In a nine-county area in the Allegheny Mountains, the Southwestern Pennsylvania Heritage Preservation Commission (SPHPC) is joining with private and public partners to achieve its primary program goal: To foster an awareness of the national significance of the heritage of the region, while encouraging economic development, by promoting the *Allegheny Experience: An American Transformation (Allegheny Experience)*.

From before the first Europeans came to this Allegheny region, its geography and resources shaped human endeavors. Over more than two centuries, through wars and rebellions, through exploitation and resourcefulness, through innovations in transportation and industry, southwestern Pennsylvanians played a key role in the transformation of the nation. This plan serves as a tool in the SPHPC's effort to promote an understanding of the impact of

this region and its people on our history. This regional trails plan will help tell visitors and residents the story of *The Allegheny Experience*. It will also provide a guideline for increasing heritage tourism through development of a concentrated network of recreational trails linking heritage resources throughout the region.

The region overseen by the SPHPC includes Bedford, Blair, Cambria, Fayette, Fulton, Huntingdon, Indiana, Somerset, and Westmoreland Counties and borders Maryland and West Virginia. In 1992, the SPHPC completed its *Comprehensive Management Plan*, a tool to assist in the achievement of its primary program goal. Included in that plan is a suggestion to develop heritage and interpretive trails that would complement existing visitor sites and the newly established Path of Progress Heritage Auto Tour Route.

Trail initiatives across the country have become increasingly popular because of the remarkable economic, tourism, and quality of life benefits derived from associated trail development and activities. The international trend towards heritage tourism offers a positive and sustainable direction for trail initiatives and the region as a whole. In addition, there are several national initiatives that are influencing trails projects across the country and in western Pennsylvania. The *Rails-to-Trails* movement, is particularly impressive in its range, positively affecting communities in many of the nooks and crannies of our country. There are also several significant initiatives underway in the region offering the opportunity to form partnerships with trails enthusiasts. In addition to the Path of Progress Heritage Auto Tour Route, the Pennsylvania Transportation Policy Plan and the Pennsylvania Heritage Parks Program initiatives set the stage for extraordinary success for the implementation of trail projects.

To capitalize on these trends, the SPHPC contracted with the National Park Service in late 1993 to establish the trails initiative process by conducting workshops to assist the citizens of the region in developing their own regional trails plan. Informal partnerships were set up to develop portions of the plan. Inventories of heritage resources were conducted in each county to set the stage for the identification of heritage and interpretive themes for each trail initiative.

Heritage Trails: Strengthening a Regional Community (*Heritage Trails*) is the first trails plan by and for the people of southwestern Pennsylvania. It is a grassroots effort to establish and protect heritage trail corridors in the region overseen by the SPHPC. The plan builds on the existing system of popular hiking trails (primarily single use) in the region, identifying an abundance of multiuse trails, especially rails-to-trails. It is a visionary plan, identifying over 100 land-based trails extending over 1,000 miles, as well as water-based and rail excursion initiatives. It is unique in that it not only identifies these routes but also identifies

heritage themes and interpretation as important to individual project success.

Regional and county spines are to be established, which would not only provide opportunities to experience the entire region but also would serve as linkage points for subsequent trail projects. The potential to extend the regional system to Pittsburgh and Erie to the northwest, Harrisburg to the east, the West Virginia trail network to the south, and Cumberland, Maryland, and Washington, D.C., to the southeast, is an attainable vision.

In addition, through the public participation process in the development of the plan, the trails initiative process was established, with individual initiative descriptions as the basis for future trail planning. Of significance to this process is the identification of project partners, heritage resources within the corridor, and potential interpretive themes.

The primary recommendation of *Heritage Trails* is the establishment of a regional trails network and linking heritage resources, while relying on a regional spine system to facilitate interconnection. Critical to the implementation of the network is the establishment of a regional trails organization. It will be the responsibility of this organization, with the support of the SPHPC, to carry forward the objectives of this plan. In doing so, visitors to the region, as well as residents, will gain a deeper appreciation for the *Allegheny Experience*.

The plan identifies the specific regional and national niche that the heritage linkages will occupy as being critical to marketing. Marketing and trail promotion ideas are presented. Pursuit of rail excursion opportunities, continued support for county planning and individual project activities, and the establishment of regional nonprofit management, fundraising, and volunteerism training programs are all recommended (see appendixes B through E.) People wishing to pursue further trails activities can make good use of these listings. This plan does not provide detailed project planning; however,

it identifies the next steps in the trails planning process for those who wish to take up the challenge.

With the challenge of such an extensive undertaking comes significant reward. There is the satisfaction of seeing projects imple-

mented, the strengthening of heritage tourism as a viable diversification of the economy, the creation of economic development opportunities, an understanding and appreciation of the significance of the region's heritage, and the strengthening of the regional community.



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SPHPC REGION

HERITAGE TRAILS:

Strengthening a Regional Community

Southwestern Pennsylvania Heritage Preservation Commission (SPHPC)
 United States Department of the Interior • National Park Service
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PLANNING FRAMEWORK



BACKGROUND

Throughout the exploration, settlement, and development of our country, footpaths and trails have been an integral part of America's landscape and heritage. Native Americans hunted animals by following their trails through forests and across open prairies. Over time these narrow paths became trade routes and established transportation corridors. Later, the Western frontier was explored and expanded by trail. Pioneers following Indian pathways opened up the Northwest Territories. The Oregon Trail led wagon trains of pioneers to the Pacific Northwest, while El Camino Real linked Spanish Missions along the California coast. In remote regions, trails have provided access for resources, fire protection, and recreation, benefiting millions of visitors to national forests and parks. In the southwestern Pennsylvania region, the original

traces of human movement are the initial layers of transportation upon which our current modern system is superimposed.

By the year 2000, more than 80% of the nation's population will reside in urban areas. The growing number of two-career couples, single-parent families, the physical and economic limits to mobility, and the decrease in available leisure time already influence recreational options and restrict the ability of more and more Americans to travel to distant park and recreation facilities. Close-to-home opportunities are a priority. Existing streets, sidewalks, and parks that are available minutes from home are the starting points for local recreation. These, however, are inadequate to satisfy the full range of needs that an extended trail system is capable of providing. Trails have multiple values and their benefits reach far beyond recreation. Trails can enrich the quality of

life for individuals, make communities more livable, and protect, nurture, and showcase our precious heritage resources. They also protect ecological diversity and are important for the nation's health, economy, and education.

Today, for millions of Americans, trails are links to the outdoors and local heritage resources, providing opportunities for recreation, exercise, and transportation. Examples of trail uses include the following:

- A landscaped, urban bicycle path that provides children with a safe route to school.
- A streamside greenway that provides a relaxing pathway for senior citizens traveling from home to a nearby shopping area.
- A wilderness trail that provides a classroom for college students studying forest ecosystems.
- An abandoned railroad corridor transformed into a multiuse trail and used by a local track team as a fitness course.
- A mountain trail that challenges the skills of a person with disabilities.
- In urban areas, a bicycle trail parallel to a highway commonly helps eliminate traffic congestion and reduce noise and air pollution.

Trails reveal the diversity of the American landscape. They highlight the character of our close-to-home environments. Village residents amble along Vermont's Stowe Recreation Path. Bicyclists and pedestrians journey from the New York Aquarium to any one of 13 parks on the multijurisdictional Brooklyn-Queens Greenway. Residents and tourists alike enjoy the 470-mile Colorado Trail, extending from Denver to Durango. Fitness conscious walkers and backpackers hike portions of the interstate Potomac Heritage Trail. Whether for an hour or a month, trail opportunities provide

insight into America's diversity and rejuvenate the lasting spirit.

Studies by the federal government and nonprofit organizations have emphasized economic development opportunities and tourism benefits of trails as well as the need for more facilities. Trails are of great importance to the nation's population. Trail use was consistently cited among the 10 most popular outdoor recreational activities as noted in the 1982-83 Nationwide Recreation Survey, and in 1986, one out of every 10 comments received by the President's Commission on Americans Outdoors related to trails. As America grows, available recreational resources must keep pace with a growing population of outdoor enthusiasts. Providing more recreational opportunities and alternatives than a single parcel of land, trails connect people with natural, community, and heritage resources, and provide safe and scenic routes from home to shopping areas, schools, and business centers. Trails provide recreational opportunities while uniting neighborhoods. Greenway corridors conserve open space, protect important resources, link visitor sites, and can include a trail. Combining trails and greenways with heritage interpretation will further their utilization and importance to economic development and heritage tourism.

Americans are seeking trail opportunities as never before. No longer are trails only for the rugged individualist pursuing a solitary trek through breathtaking wilderness. The trail landscape is found everywhere, and trail users include young people and senior citizens, families, individuals and organized groups, people with disabilities, and the physically fit. The activities that occur on trails are as diverse as the users. Walking, bicycling, horseback riding, mountain biking, snowmobiling, cross-country skiing, skateboarding, and backpacking are all popular trail activities. The following statistics testify to the popularity of trail activities:

- More Americans walk for pleasure (100 million) than participate in any other outdoor activity.
- 60 million Americans are now bicyclists (bicycle sales outpace new car sales each year).
- 17 million are horseback riders.
- 6 million are cross-country skiers.
- 9 million are canoeists.
- 3.5 million are offroad motorcyclists and ATV riders.
- 43 million Americans experience some type of mobility impairment at some time in their lives, and would benefit from accessible facilities.

Trends and future opportunities for trail development must be considered when initiating new trail plans. Rugged backcountry trails popular through the 1960s gave way to the greenway movement with an emphasis on multiuse trails through the 1970s and 80s. Rails-to-trails have been popular since the early 1980s. The 1990s has seen emphasis on heritage tourism. The *Trails for All Americans* initiative (1990) set the foundation for trails activities for the early 1990s. Setting the stage for a national system of trails, the ideas and premises of this work form the foundation of thought for this plan — its basic premise is the concept of “a trail within 15 minutes” of every American. The mid-1990s has seen the emergence and importance of corporate, business, and nonprofit leadership to trail activities. Corporate and business leadership has influenced the establishment of the America’s Discovery Trail, and the availability of abandoned rail corridors is fueling the overwhelming growth of rails-to-trails nationwide. Finally, the *Vision for Trails in the Twenty-First Century* initiative takes the *Trails for All Americans* initiative one step further, advocating trails easily accessible to all Americans from their doorsteps.

VISION, PURPOSE, AND GOALS

Vision

The vision for *Heritage Trails* is to provide a regionwide heritage and interpretive trails system that will offer recreational opportunities and help identify, interpret, and link the region’s natural and cultural resources. The plan will

serve as tangible links between sites and stories already inventoried, as well as sites and stories to be identified

encourage the use of alternative means of transportation between the sites and stories

provide opportunities for appropriate recreational activities in combination with the sites and stories

Purpose

The purpose of the plan is to develop a foundation for a regional trails system of heritage and interpretive trails that will link heritage sites and stories and indicate potential physical linkages to other established or proposed regional and national recreation trails.

The system is to be made up of land-based trails, water-based trails, and rail excursions.

The plan is the basis for funding, marketing, and promotion of recreational opportunities to attract visitors to the region.

Finally, *Heritage Trails* will add to the available tools for economic development opportunities in the region.

Goals and Objectives

The goals of the plan are the means of guiding the plan toward specific accomplishments and of keeping project partners on track as they proceed. Goals can be based on both issues and resources and usually reflect the attitudes of the people who live and work in the project area as well as those who visit the area. Objectives are intermediary steps required to accomplish a goal. Goals and objectives include the following:

Goal No. 1. Promote the establishment of a distinctive regional trail system. Economic development opportunities and corresponding heritage tourism development will result when a unique system is realized, enabling the region to compete with other regions in the country in attracting tourists.

Objectives

Develop a regionwide heritage and interpretive trails system that encourages the conservation of heritage and natural resources.

Integrate the trail system with other transportation systems.

Suggest linkages between existing trails and potential trails.

Encourage the development of heritage and environmental educational opportunities in combination with trail activities that will allow residents and visitors to fully experience and appreciate the region's nationally significant heritage.

Goal No. 2. Facilitate the establishment and nurturing of partnerships. Implementation of conservation and trail projects is most readily realized through partnership efforts. Historically, nonprofit organizations have provided leadership to both the business community as well as to public agencies, in trails establishment, protection, and development.

Objectives

Encourage opportunities for partnerships between volunteers, nonprofit organizations, and agency representatives in the trail planning process.

Encourage the use of volunteers in trail route mapping, corridor protection, and in development.

Promote the use of government agency expertise in the establishment and protection of corridors, and in the planning, design, and construction of trails.

Provide opportunities for multijurisdictional cooperation in all aspects of trails projects.



Goal No. 3. Promote heritage tourism and sustainable economic development. Trails play an important role in the creation of jobs, and in attracting individuals and businesses interested in relocation. All across the country, trails support a lifestyle that Americans are searching for.

Objectives

Identify the role trails can play in economic development in the region.

Adopt trail construction standards that are environmentally sensitive and have low impact on the land.

Promote trails as places to understand and appreciate *The Allegheny Experience*.

Promote the use of trails as alternative transportation routes that link resources within the state heritage parks and as linkages between the parks.

Promote trails as enhancing overall health and quality of life.

Use trails as focal points for attracting people to communities and existing resources.



Goal No. 4. Facilitate implementation and management of projects. Providing a good foundation for projects, with appropriate references to additional resources, is critical to implementation success. Implementation of projects is now up to leaders of the respective counties and individual projects.

Objectives

Promote partnerships as the most efficient method of achieving trail implementation, including cost-sharing and technical assistance from agencies and nonprofit organizations.

Promote the dedication of public rights-of-way for trails and public open space.

Foster a positive environment where landowners can reach consensus with trail advocates on land access, easements, and donations.

Provide a framework/outline for individual trail projects that assist constituencies in streamlining implementation processes.

Ensure that maintenance needs of trails are identified in advance, in particular identifying maintenance agreements (with agency or a nonprofit organization) in advance of construction.

Provide safe recreation facilities that minimize risks for users.

Encourage the establishment of nonprofit management and training programs for volunteers to assist in the management of trail projects.

Establish uniform standards for construction, facilities, and signs.

These goals and objectives not only set the general tone for the *Heritage Trails: Strengthening a Regional Community* planning effort, but also can be used as goals and objectives for subsequent plans or individual initiatives.

RECOMMENDATIONS AND STRATEGIES

The vision of initiating heritage trails while providing economic development opportunities is far-reaching in its scope. Realization of the vision will require the diligence and perseverance of the trails community and allied nonprofit organizations as well as the business community. The following recommendations that the plan attempts to achieve and the corresponding strategies that outline the steps to be taken will assist in that process.

Develop a Regional Trail Network

Implementing the regional trail network will assist the commission in achieving its primary program goal of fostering an understanding of the national significance of the heritage of the region while encouraging economic development.

- Encourage the formal adoption of the information contained in *Heritage Trails* in the comprehensive management plans of municipalities in the region.
- Include the objectives and all of the trail projects listed in the plan in the development processes of the metropolitan planning organizations, local development districts, and local municipalities.
- Work to amend the authorizing legislation for metropolitan planning organizations to establish a trail representative position on the planning team for the organization.
- Conduct a feasibility study of rail trail loop potential, identifying in more detail the areas of special needs and partnerships. (Over 700 miles of abandoned rail corridors are known to exist in the region. With an abundance of heritage resources, these corridors offer an exceptional glimpse into the region's heritage.)
- Initiate contact with active railroad companies to share portions of active rail corridors.
- Develop literature to assist in educating the public and landowners in cases where reversions may have occurred.
- Form partnerships with landowners to negotiate trail easements through previously reverted rail property.
- Establish a partnership with the Rails-to-Trails Conservancy to further rails-to-trails opportunities in the region.
- Establish contact with the Department of Environmental Resources to develop an early warning system to ensure timely awareness of anticipated (through review of the system plan) rail corridor abandonments and notices of sales. Work with the state and affected municipalities to ensure corridor conservation.
- Work with the Pennsylvania Department of Transportation and the Public Utilities Commission to save bridges scheduled for demolition and to establish coordination exempting demolition of crossings on corridors deemed feasible by the Department of Environmental Resources for trail conversion.
- Develop and support all trails that will feed into the regional network.
- Work to amend the Rails-to-Trails Act 188 to provide for railbanking of abandoned rail corridors in the commonwealth.
- Work to amend the Right of First Refusal Act 155 to extend the time from 60 days to six months for municipalities or the state to enter into negotiation with a railroad for acquisition of property. This would allow more time for the required coalition building and lead to the preservation of the continuity of more corridors that otherwise might be sold off piecemeal.



Establish a Regional Trail Organization

Critical to the success of trail efforts nationwide is the establishment of sustainable trail organizations under professional management. The formation of such a group has many benefits, including networking among various trails interests, fundraising, and political support. The structure of the organization is best determined by its function. It is envisioned that the foundation created by the work of the regional trails committee will be built upon by the regional trails organization. The following are suggestions to form a basis for discussion for the SPHPC and the regional trails committee as they seek to define the function and structure of the organization.

- Develop mission statement and anticipated function of the organization.
- Initiate membership roll categories and benefits.
- Initiate advisory board.
- Initiate board of directors.
- Initiate organizational structure that would support and encourage trail initiatives in the region.
- Initiate committees and subcommittee structure.
- Develop land-based trails, water-based initiatives, rail excursions, multiuse trails (including rail trails and greenways), single use (primarily hiking) trails, offroad vehicle trails.
- Hire part-time executive director.
- Initiate strategic planning process, including annual review of both the structure and the organization.
 - Develop five-year goals.
 - Develop corresponding one-or two-year objectives.
- Develop annual executive director and committee plans.
- Establish central library of nonprofit management, fundraising, heritage tourism, and trails resources.

Implement Marketing Concepts and Trails Promotion

Marketing year-round trail opportunities will assist in attracting use and corresponding economic benefits of trails that encourages continued implementation of trail initiatives. Trails promotion must also take place to strengthen the regional organization.

- Incorporate *Heritage Trails* marketing statement into overall commission marketing program.
- Produce *Heritage Trails* brochure.
- Establish partnerships with region and national marketing campaigns.
- Initiate a travel business partnership to provide a first-class vacation opportunity.
- Initiate partnerships with national organizations to establish volunteer vacations and service projects.
- Produce *Heritage Trails* slideshow.
- Establish partnerships with local television stations, writers, and sponsors to produce *Heritage Trails* video.
- Initiate speakers bureau.
- Produce a monthly newsletter to share new initiatives, trail development progress, funding opportunities, and partnership efforts.
- Host a regional conference to promote heritage trails establishment, protection, and marketing.
- Join in a partnership with Amtrak to provide package trips.
- Coordinate with tourist promotion agencies for establishing trail tours.
- Encourage trail leaders to be elected to vacant seats on tourist councils.
- Include trail difficulty as well as accessibility in marketing and promotion materials. Consider producing an accessible trails brochure specifically for the elderly and mobility impaired users.

Promote River Conservation, Recreation Use, and Water Quality Improvement

Rivers and the experiences people have on them are integral to the region. Rivers provide a haven for wildlife and for people seeking to enjoy the beauty and excitement the region has to offer.

- Cooperate with the Pennsylvania Scenic Rivers Program. Support the establishment of a parallel designation for conservation rivers (relying on local zoning and other measures for protection).
- Work with local conservation groups and agencies on river conservation issues, especially acid mine drainage mitigation. Develop trails where access has to be created for mitigation activities.
- Promote the establishment of greenbelts, heritage corridors, and other stewardship initiatives that would help preserve rivers and their adjoining corridors.
- Use environmental education programs to communicate the history of river use and the urgency to restore rivers to more natural conditions.
- Establish working relationship with Pennsylvania Organization for Watersheds and local watershed associations.
- Continue working with the Corps of Engineers, private landowners, and municipalities to ensure regularly scheduled releases for special events, fishing and recreation.
- Monitor use on rivers, designation of access and egress points may be necessary as use increases.
- Work with local groups and agencies to address river access needs.
- Encourage the production of a guide to rivers in the region.
- Initiate a strategy to implement water trails in the region.

Pursue Rail Excursion Opportunities

Rail excursions are extremely important to the primary program goal of the SPHPC to foster an understanding of the national significance of the heritage of the region while encouraging economic development.

- Aggressively pursue the preservation of the East Broad Top Railroad (individuals and organizations are encouraged to contact their legislative delegation and the governor immediately). Encourage the continuance of excursions on this line.
- Evaluate rail excursion opportunities for possible support by the commission, including the FM&P line which recently became available in Fayette County.
- Initiate an excursion on the Everett Railroad. Both the Roaring Spring and Hollidaysburg ends of this 12-mile-long line offer interpretive opportunities. This line has a short-line operator in place, and the track is in excellent condition and ideal for passenger operations at 30 mph.
- Initiate a partnership with the Altoona Railroader's Memorial Museum to use existing available equipment.
- Continue dialogue with Amtrak to determine feasibility of developing bicycle and return train shuttle loops in the region. Encourage the accommodation of bicycles on baggage-equipped trains. Initiate discussions to determine the feasibility of interfacing rail shuttles with regional bus shuttles sponsored by transit agency.
- Continue discussions with class 1 carriers and excursion railroads to keep the idea of excursion opportunities on the table.
- Work to establish federal legislation to limit insurance liability for class 1 carriers.
- Closely monitor any indication of divestiture followed by immediate efforts to secure rail banking or purchase.

Continue Trail Planning and Support Activities

Continued planning and support in the region is needed to ensure realization of the vision set forth. Nationwide, the overwhelming focus of trail planning is at the county and local levels, suggesting their importance.

- Recognize the importance of the formal establishment of greenways in the region.
- Initiate selected county and local plans (the next step in the trail planning process).
- Develop regional trail logo and sign standards to foster regional recognition of trails and heritage resources and their importance to the overall system.
- Establish partnerships with Heritage Park managers and the Department of Conservation and Natural Resources. These are necessary to promote planning and development of trail corridors and greenways in heritage park areas.
- Establish partnerships with motorized recreation groups, and evaluate the need for motorized recreational planning in the region.
- Establish Project Criteria:

Is there potential for loss of a continuity due to rail corridor fragmentation?

Does the project have nonprofit, community, intergovernmental, and County Heritage Committee support?

Is the project relevant to the SPHPC's primary program goal?

Does the project conserve significant natural or cultural features?

Will the project make a significant and lasting contribution to the region's or the community's economic development?

Will the project contribute to the overall quality of life, such as needed recreation facilities, environmental awareness and protection?

Are there existing commitments for funding? How important is the commission's funding to project success, including the potential to leverage additional funds?

Does the project have a recently completed comprehensive plan which includes discussion of operation and maintenance concerns?

Is there a potential for linkage of the project to significant heritage sites or resources, including those in state heritage park areas?

- Support the inclusion of trail projects in local, regional, and state transportation plans.

Establish Heritage Trails Update Process

Developing and adhering to a process by which this plan can be intermittently updated is important to the overall success of the plan.

- Actions initiated under the *Heritage Trails: Strengthening a Regional Community* must be consistent with the SPHPC primary program goal.
- Relay a bottoms-up trail initiation process, from the grassroots level up through the local, county, and metropolitan planning organization levels.
- Require citizen, business, nonprofit, municipal, or county initiation of SPHPC supported trails projects.
- Use trails initiative process established during the planning process (see "Trail Project Initiation" section and appendix A).
- Seek assistance from county trail representatives for clarification and county

heritage committee approval. Revisions to this plan must rely on significant individual county involvement.

- Regional organization or contractor revise the database on a two-year cycle in advance of the Pennsylvania Department of Transportation revisions to transportation plans in the region.

Establish Nonprofit Management and Fundraising Training Opportunities

Assisting regional and local nonprofit organizations in establishing themselves, organizing management, developing strategic plans, and fundraising is important to successful implementation of conservation projects in the region.

- Survey local organizations as to status, paid staff, budget, membership, organizational needs.
- Initiate partnerships with established nonprofit organizations, experienced fundraisers, and training organizations to train leaders in conservation leadership and nonprofit management.
- Sponsor nonprofit management and fundraising workshops.

RELATED PROJECTS

Recently initiated projects in the southwestern Pennsylvania region can provide a springboard for implementing a regional trails network. By providing connections throughout the region, visitors will be able to complement their experiences with on-the-ground interpretation and recreation. The Path of Progress Auto Tour Route, Pennsylvania Transportation Policy Plan, State Heritage Parks, the Trails for All Americans and subsequent national initiatives, proposed National Trails System Act changes, and activities of the SPHPC's technical assistance center in Johnstown, combine to create extraordinary opportunities for heritage linkages in the region.

Path of Progress Auto Tour Route

The Path of Progress central route was established in May 1994 and traverses each county. Individual county routes are currently being established to further link historic, natural, cultural, scenic, and recreational sites via this heritage byway. Establishment, protection, and promotion of trails and trailheads along this corridor will greatly enhance the region's ability to provide an outstanding visitor experience. Through the combination of visitor centers, heritage sites, and the natural settings of trails, the visitor will more completely experience the region. This route will provide linkages between individual trail initiatives.



Pennsylvania Transportation Policy Plan

As part of the Intermodal Surface Transportation Efficiency Act of 1991 requirements, the Pennsylvania Department of Transportation must develop a long-range, 20-year transportation policy plan encompassing all modes of transportation. A bicycle/pedestrian master plan is being developed concurrently. Public involvement is encouraged at all stages of the Pennsylvania Department of Transportation planning process, a multiyear program that includes a 12-year, 4-year, and annual transportation program. Trail project sponsors need to contact their district department of transportation bike/ped coordinator and work with their Metropolitan Planning Organization to ensure their project is included in the short-term plans and is eligible for funding.

Regional Heritage Areas

There is a national movement to bring together new coalitions and explore new forms of appropriate development in a regional context defined by a shared history. Legislation is pending for federal designation of a number of these areas, establishing a national framework for national heritage areas. The linkage of sites is one of the aspects of the legislation. Heritage areas within or adjoining the southwestern Pennsylvania region (a federally designated heritage area) include the Allegheny Ridge State Heritage Park, the Lincoln Highway Heritage Corridor, the National Road Heritage Park, and the Steel Industry Heritage Park.

National Trails System Act

The National Trails System Act, originally passed in 1965, provided the framework for a national trails system, primarily on federal land, to which state and local governments as well as nonprofit organizations could connect with their trails. Five categories of

national trails have been established — national scenic trails, national historic trails, national recreation trails, side or connecting trails, and metropolitan trails. The intent was not only to create a hierarchy of trails and to provide the framework for state and eventually local trails, but also to authorize and empower the federal government to provide technical and financial assistance to the states and nonprofit organizations. To a large extent the Act has been successful in initiating a national framework for trails. However, over 25 years have passed, and there have only been minor changes to the legislation. Proposed changes include the following:

The proposal to eliminate the unused side or connector trail category and to replace it with a new category of trail designation (the new category of trails would bridge the gap between the national scenic and historic trails and the local-oriented national recreation and metropolitan trails).

Naming several new national trail corridor proposals for study by the Park Service.

Making provisions for greater assistance in trail establishment and management.

The proposed new category of national trails would provide much needed technical assistance and limited financial assistance to the intermediate-sized regional trail. Many trail initiatives in the southwestern Pennsylvania region would fall into this category. Information on the national trail system can be obtained from the Mid-Atlantic Regional Office of the National Park Service.

Within the region, there are several national recreation trails (see appendix H). These are designated by the secretaries of interior or agriculture. Their purpose is to provide a variety of recreation in or reasonably accessible to urban areas. The Potomac Heritage National Scenic Trail also touches the region and includes portions of the Allegheny Highlands and Youghiogheny River Trails. National scenic trails are located to provide for maximum outdoor recreation

potential, and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass.

Vision for Trails in the 21st Century

The Rails-to-Trails Conservancy is spearheading an initiative to prescribe what role trails will play in the 21st century. This initiative builds on the foundation of the *Trails for All Americans* initiative of 1990. A preliminary outline of the initiative was presented at the National Trail Symposium, in Anchorage, Alaska, in October of 1994. Trails in the 21st century will

- be located, designed, and managed as accessible and appealing to serve all Americans regardless of age, physical ability, cultural background, economic situation, or geographic location

- develop apace with other infrastructure systems to meet the changing needs of a changing nation

- be within easy and safe reach of every American

- form a complete grid criss-crossing the nation, interconnecting at all levels, forming a new infrastructural network

- be characterized by meaningful connections, whereby all Americans will have access to parks, places of employment, and neighboring communities

- provide diverse experiences while respecting both the natural and man-made environments

- provide numerous benefits, including recreation and transportation opportunities while conserving natural and cultural resources

- be built through creative partnerships, relying heavily on citizen initiation, while combining the resources of nonprofit organizations, public agencies, foundations, and private corporations

SPHPC Technical Assistance Center

At the center, partners share office space. The Folklife Division works to give voice to the diverse communities by documenting their cultural history and administering the Cultural and Curatorial Grant Program. Preservation Pennsylvania administers the SPHPC's Historic Building Grant and Loan Program, and assists in community visioning plans. The Pennsylvania Historical and Museum Commission assists with national register applications. A Trails Grant and Loan Program was recently established by the SPHPC. The environmental team of the Pennsylvania Mountain Service Corps, a program of the national Americorps initiative, is based at the center, working on trail development and water quality projects throughout the region.

HERITAGE LINKAGES



REGIONAL LINKAGES

Heritage Trails System

The trail system described in this report is made up of land-based trails, water-based trails, and rail excursions. Heritage tourism opportunities will include multimodal vacation packages involving a tour of two or more of these linear corridors, along with associated visitor-ready sites, and use of locally owned and operated facilities. A brief explanation of the basic categories of heritage trails systems is included here. More detailed information of each type of trail is included in the Implementation Guidelines chapter. The listing of existing and proposed initiatives can be found in appendix B.

Land-Based Trails

- Multiple use, nonmotorized opportunities (rail trails, greenways, trails parallel to roadways).
- Single use opportunities (hiking, mountain biking, cross-country skiing, equestrian).

Water-Based Trails

- Canoe, kayak, and small boat opportunities.
- Whitewater rafting opportunities.

Rail Excursions

- Combination of rail passenger excursions and trail systems to create a loop or shuttle system.
- Creation of a variety of weekend or vacation routes for recreation and touring.

Through the development of linkages between heritage resource sites throughout the region, heritage tourism and economic development will take place. Heritage resources include natural, scenic, cultural, historic, and industrial sites that are important to communities and the region. Heritage tourism involves the sharing of a region's heritage with visitors through interpretation, events, and vacation or day packages, oftentimes with a the utilization of a guide. The development of linkages will unite and strengthen the region. Furthermore, it will help the commission achieve its primary program goal to foster an understanding of the national significance of the heritage of the region while encouraging economic development. The region contains many heritage resources, each providing a glimpse into an earlier time.

The identification of the combination of the land-based trails, water-based trails, and rail excursions on a regional scale is unprecedented. Interpretive opportunities along the identified heritage linkages will complement opportunities offered at visitor contact sites. The diversity of landscape settings, the variety of trail types, and the variety of stories that can be told combine for a unique presentation of *The Allegheny Experience*.

Networking with those of similar interests in the trails and business community, such as bed-and-breakfasts or concessionaires of equipment or food, will unite the trails community towards greater economic development and opportunity. Also, individual trail projects will benefit as a result of increased visitation spurred on by the state heritage parks and other regional attractions.

The planning process for *Heritage Trails* has identified over 100 trail initiatives that could total over 1,000 miles of trails. This is an enormous vision that, if compared to other nationally significant trails systems, will take many years to implement. The Appalachian Trail is still going through changes even after 75 years. And both Boston's Emerald Necklace and San Francisco's Bay Area Ridge Trail have been in the planning stages for

nearly 75 years and only recently have seen significant progress. These examples indicate the diligence and perseverance required to implement a plan of this extent.

Large-Scale System Benefits. Packaging of trail systems together provide the following potential mutual benefits:

Various settings exist in the region: urban, suburban, rural, remote — therefore, a system will reflect a variety of settings.

Longer, interconnected routes are more attractive and will extend the visitor stay and improve the visitor experience.

Networking will help avoid duplication of efforts, improve individual project leverage and bargaining power, and assist in coordinating acquisition efforts while enhancing funding opportunities.

Community will be revitalized and the economy will improve.

Region will become more aware of environmental and heritage issues.

There will be an awareness that subsystems may be established and that independent or isolated projects might eventually contribute significantly to the overall regional network when linkages can be established.

Economies of scale could be realized by establishing systemwide trail standards.

Large-Scale System Constraints. Development of a system of trails in the region must also realize the following constraints:

Need for criteria to prioritize those projects that require immediate funding for acquisition and development.

Distance across the region and remoteness of some parts of the region.

Long time required to spread out funding demands.

Time for realization of a comprehensive network (probably 10-20 years).

Dollars needed to implement a region-wide system (probably several million dollars).

Abandoned rail corridors, the Path of Progress Auto Tour Route, and rail excursion opportunities are fixed facilities, requiring that connections be made to them.

The need to balance heritage tourism, economic development opportunities, and conservation initiatives (some regions of the country are experiencing resistance to too much trail activity).

State Heritage Area Linkages

It is envisioned that the current heritage park initiatives in the region could complement the regional network. Due to the abundance of heritage resources in their corridors, as well as the opportunity for funding, it is apparent that the following heritage parks possess the opportunity to link significant heritage resources in the near future.

Allegheny Ridge State Heritage Park. The Allegheny Ridge State Heritage Park, a 50-mile corridor in Blair, Cambria, and Somerset Counties, commemorates the significant stories associated with the Allegheny Ridge region, specifically those related to the geography of the region and its impact on settlement, development, and transportation. The park is planned to operate on a thematic constellations concept, whereby separate facilities would interpret the ridge and its people. These themes are: The Canal Era, Conquering the Ridge, Along the Mainline, Steel City, and The Kingdom of Coal. This ambitious project has extraordinary linkage potential via trails in the corridor between Williamsburg and Johnstown. Recently completed visitor centers at Allegheny Portage Railroad National Historic Site and Johnstown Flood

National Memorial are within the park corridor, and new visitor facilities for the Heritage Park funded by the Pennsylvania Heritage Parks Program and state Redevelopment Assistance Capital Program are currently being planned. The combination of these visitor facilities, with the opportunity to link these sites with heritage trails, will greatly enhance the visitor experience in this corridor.

Lincoln Highway Heritage Corridor. The Lincoln Highway Heritage Corridor traces the history of the nation's first coast-to-coast highway. The corridor crosses Franklin, Fulton, Bedford, Somerset, and Westmoreland Counties following Route 30. The Path of Progress Auto Tour Route uses this historic roadway in the eastern portion of the region. This corridor was designated a state heritage park in April of 1995. Establishment of this corridor will provide a continuous route across the southern portion of the region, while providing many potential interconnections for visitors to the region. Both land-based and water-based trails intersect or parallel this corridor. Automobile touring routes are well documented to be economic boons to rural regions, and links to trail corridors will enhance those economic development opportunities.

National Road Heritage Park. The National Road, crossing the southwest corner of the region, is a state heritage park whose purpose is to preserve the nation's first federally funded highway. Originally envisioned as a road from Cumberland, Maryland, to the Mississippi River, this road, now U.S. Route 40, crosses Somerset, Fayette, and Washington Counties. The Path of Progress Auto Tour Route follows this route, with extensions to recreation sites, including the Youghiogheny River Trail.

Steel Industry Heritage Park. Being planned for inclusion in the State Heritage Park Program, this six-county initiative is in the Monongahela, Allegheny, and Ohio River Valleys and includes portions of Fayette and Westmoreland Counties. Its purpose is to

preserve and interpret the rise and fall of the steel and related industries in the greater Pittsburgh and Southwestern Pennsylvania area. Trail development is already occurring in the corridor as part of this project to link the Youghiogheny River Trail with Pittsburgh.

Land-Based Trail Initiatives

Trail initiatives developed for the region exhibit a cross section of environments, types, potential uses, as well as the ability to link heritage sites. Building on the existing trail system of hiking trails on public lands, realizing the vision for the trail network will afford opportunities for all trail users. County trail representatives and participants to the Visioning Workshops identified and refined these initiatives. Some trail initiatives are existing and open for use, some are under development, some are just proposals. Some trails are in public lands, such as state forests, parks, and game lands or county parks. Other trails have been developed through the interest and advocacy of citizen groups.

Water-Based Initiatives







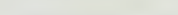


While the streams and rivers of southwestern Pennsylvania have played a critical part in the history of the area, their role has always been dominated by the geology and climate of the region. The Allegheny Mountains are the dominant force in determining where rivers flow. More importantly, to a large degree, they determine the navigability of the rivers. This was critical during the preindustrial era when river traffic was the main means of transporting heavy goods from raw material to manufacturer to market. Because of the steepness of the terrain and the relatively small size of the watersheds, the area does not have the large, navigable year-round rivers that dominate east and west of the region. Instead, there are a few rivers such as the Youghiogheny, the Juniata, and the

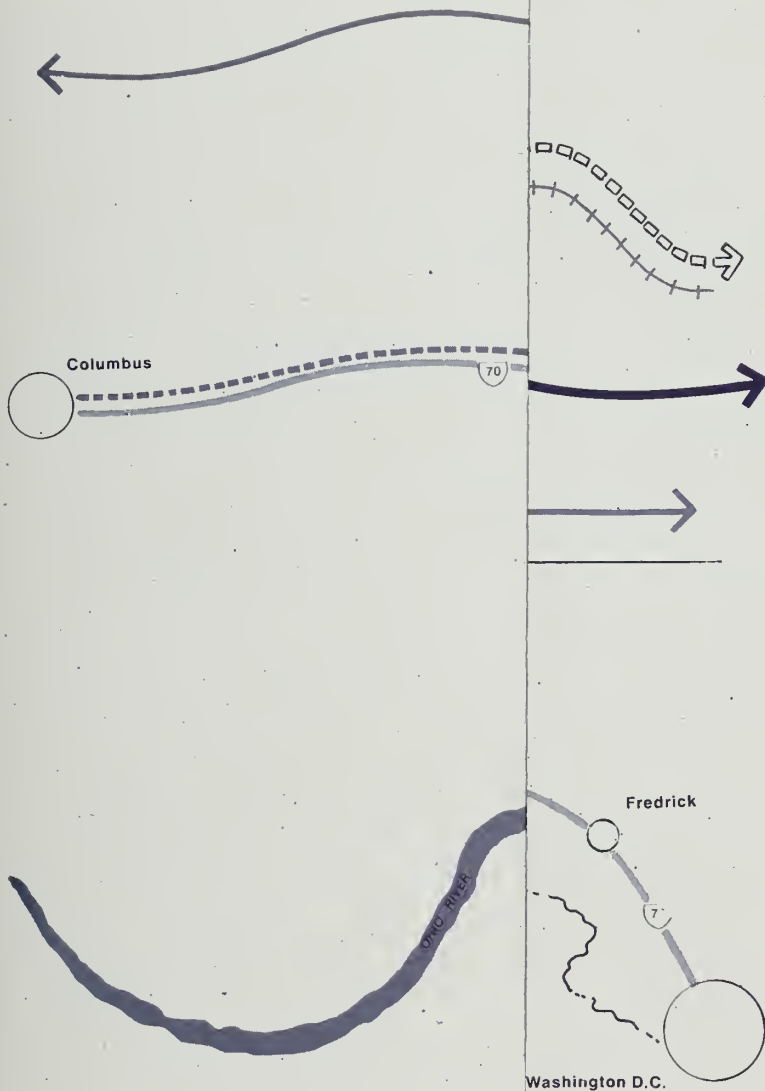
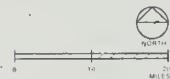
Conemaugh and many more small, seasonal streams and creeks. In years past, they provided a source of power and water and shaped the area because of flooding and travel restriction. Now they provide recreational opportunities for those who seek them.

The majority of the creeks and streams in the Allegheny Region flow for only a portion of the year. Some stream-related activities, especially fishing, are available regionwide all year. The best months for whitewater boating are from November, when the rains typically return to the region, until May or June, when the majority of the streams lose most of their water and become unnavigable. After June, most of the streams can be run only after a heavy rainfall. While the geology of the region makes for some outstanding whitewater boating, it limits paddling to those with the skill and the equipment to attempt the rivers. Fortunately, there are several paddling clubs in the area that are willing to teach and assist new whitewater paddlers in gaining those skills. In addition to whitewater boating, there are many slackwater opportunities, as well as lakes where fishing and solitude are available.

Rail Excursion Initiatives

The post-industrial era has left a mixed legacy of problems and new opportunities across Western Pennsylvania. One such opportunity lies in the large inventory of abandoned and underutilized railroad lines. Mainline railroad construction proceeded westward across the commonwealth during the mid-19th century. The principal mainlines were built by the Pennsylvania Railroad, the Baltimore & Ohio Railroad, and Western Maryland Railroad. Feeding these mainlines were hundreds of miles of branch lines. Most of the branches were constructed in the last 30 years of the 19th century. Most of these branch lines were built to serve as inexpensive and efficient transportation for many developing industries. Most notable and comprising the largest portion of these branchlines were those built to service the

-  NATIONAL ROAD
-  LINCOLN HIGHWAY
-  PENNSYLVANIA TURNPIKE
-  AMTRAK / CONRAIL
-  AMTRAK / CSX
-  WILLIAM PENN HIGHWAY
-  NAVIGABLE RIVER SYSTEMS
-  PITTSBURGH TO WASHINGTON D.C. TRAIL CORRIDOR
-  STUDY AREA



CONNECTIONS TO OTHER REGIONS

HERITAGE TRAILS:
Strengthening
a Regional Community

SOUTHWESTERN PENNSYLVANIA
HERITAGE PRESERVATION COMMISSION (SPHPC),
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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bituminous coalfields. Coke, lumber, limestone, clay, bricks, and glass were also handled by the branch lines. Until 1930 most of these lines also provided local passenger transportation.

The most common fallacy characterizing those considering promotion of railroad excursions is the belief that railroads welcome such business. The reality for the foreseeable future is anything but that. Class 1 railroads have once again become very profitable in the 1990s. Conrail, for instance, reports an increase of 10% in freight car loadings in 1994 over 1993. With the railroad's drastic reduction of their physical plants from 1940 onward, railroads are now faced with operating more traffic over increasingly congested lines. Combine this with a trend toward a more litigious society, and class 1 railroads resist the disruption of their freight business and the risk of exposure brought about by excursion operations.

In 1994 only two of the nation's class 1 railroads, Norfolk Southern and Union Pacific, sponsored excursions. The remaining class 1 operations generally discourage excursions. The two class 1 railroads operating in the region have strict policies regarding liability. Conrail will entertain excursion proposals from responsible operators who can provide liability insurance in the amount of \$1 billion. CSX Transportation will entertain excursion proposals if the operator can provide \$200 million in liability insurance coverage. To reinforce the dramatic and volatile nature of excursions on class 1 railroads, in 1987 Conrail required \$4 million in liability insurance coverage. Clearly what is needed is federal legislation to cap the railroads exposure to risk. Short-line railroad operators, with much less exposure, will generally be more receptive to excursion operations and will require between \$1 and \$5 million in liability insurance coverage. These railroads are not typically plagued with traffic congestion, most are, in fact, operating at marginal profitability. Thus, some short lines — operating many of the lines divested by the class 1 carriers in the

70s and 80s — actually see passenger excursions as a source of revenue.

In October 1993, the Altoona Railroader's Memorial Museum contracted the firm of Northwest Engineering of Tidioute, Pennsylvania, to investigate rail passenger excursions across the Allegheny Ridge. By April 1994 a draft report had been compiled. Direct meetings have been held with Conrail to explore excursions on Conrail lines. Conrail reports it carried nearly 96 million gross tons of freight across the Western Pennsylvania Mainline in 1993. This equates to approximately 50 freights per day and makes this line the second highest traffic mainline in the country. Thus, traffic congestion is a real concern.

Conrail's insurance requirements are constant and apply to both main and branch lines operated by Conrail. Conrail would also require the same liability insurance coverage (\$1 billion) for shared use of any right-of-way. The museum is presently exploring the enhancement of the current Amtrak service which operates on the Conrail mainline — in particular the service provided as trains 42 and 43, the *Pennsylvanian*. This service enhancement might include the purchase of additional "high visibility" coaches for dedicated heritage excursion use between Pittsburgh and Philadelphia. This would require a substantial capital investment of up to \$2 million each for the cars and high operating costs of between \$2 and \$4 per mile.

Currently the National Park Service provides onboard interpretation of the history of the Allegheny Ridge on Amtrak train 42 and 43 on selected dates. Over some 65 days of operation in 1993, approximately 19,000 visitors rode this trip. Combining actual ridership with the several thousand inquiries concerning rail excursions fielded annually by the Altoona Railroader's Memorial Museum indicates public interest is high. As part of a plan to develop heritage tourism, rail excursions have strong potential. Also under consideration is the addition of another cross-state Amtrak train — one that

would provide increased opportunities for day trips by rail.

It is important to note, however, that negotiating with Amtrak for enhanced and/or additional service will likely be met with resistance. Amtrak began operations in 1971, and at that time negotiated a 25-year agreement with the host carriers, which expires in 1996. Nationwide, freight railroads are seeing traffic volume increases on many of the same main lines that host Amtrak service, and are also subject to increased risk exposure from accident claims as a result of passenger service. The nationwide interest in high-speed rail corridors also alarms many freight railroads, as it most likely involves further control of their property for providing marginally profitable services and additional legal exposure. It is therefore likely that any future negotiated Amtrak agreement will have more protection from liability claims to the host railroads, and a difficult fight for Amtrak's current ability to fully control train density and service schedules. This would be a difficult negotiation that would likely affect the region.

It should be noted that Pennsylvania has more operating railroad excursions than any other state. These operations occur principally on lines privately owned by the excursion operator — thus the liability insurance issue is somewhat controllable. The East Broad Top Railroad (EBT) in Huntingdon County is the only existing excursion entirely within the region. The EBT exemplifies the only steam-era narrow gauge railroad east of the Rocky Mountains. The Nittany & Bald Eagle (N&BE) operates an excursion from Tyrone in Blair County to Bellefonte in Centre County. A successful dinner train excursion complements traditional rail excursions on the N&BE. Both of these excursions offer tremendous opportunity to complement any excursion plan for the region.

Successful rail excursions will consist of the following:

- Connect heritage sites or nodes

- Connect to other modes of transportation, including trails

- Traverse a scenic corridor

- Offer steam or historic diesel locomotive

- Maintain time onboard at less than 1 hour

- Keep travel speed at about 30 mph

- Provide seamless interpretation at nodes, especially in parks

- Use historic equipment

- Provide quality interpretation onboard the train

- Accommodate bicycles, canoes, and kayaks (other excursions in Pennsylvania already accommodate recreation equipment)

REGIONAL SPINE CORRIDORS

Critical to the success of a regional trails network is the establishment of regional and county spine corridors. Abandoned rail corridors, stream corridors, transportation corridors, and mountain trails are the primary components of regional systems. In southwestern Pennsylvania, the established heritage parks are an additional opportunity to establish spine corridors. Abandoned rail corridors are very popular and should be pursued in the region for the preservation of their linear integrity through rail banking and corresponding interim trails use. Stream corridors are pursued due to the many desirable factors related to trail development. Upgrading stream corridors to greenway status has additional benefits by providing natural buffers while improving water quality and providing wildlife habitat. Alternative transportation opportunities are commonly provided along major transportation corridors. Mountain trail corridors provide linkages in remote settings, offering a slow-paced experience.

Spine corridors criss-cross counties and regions. One goal of spine systems is to link population, economic, and business centers to public lands via linear public access corridors. The establishment of regional spine corridors, county spines, and subsequent establishment of local networks will eventually lead to the realization of a comprehensive system. The regional system will encourage counties and communities to network towards physical links on the ground, while also encouraging coordination and cooperation on all aspects of trails development. With the establishment of regional and county spines, the stage will be set for trails activities for the foreseeable future.

Abandoned Rail Corridors

The abundance of abandoned rail corridors in this region, estimated at over 700 miles, especially in Fayette, Westmoreland, Indiana, Somerset, and Cambria Counties, provide the setting for an outstanding trail interpretive experience for visitors. Stories told at heritage sites can also be told out on a trail in numerous places. Because of their level gradient, these corridors are accessible to all ages and abilities, and are especially successful in providing economic development opportunities along their routes. These routes are key to the regional spine system. Specific examples include the Allegheny Highlands Trail, the Yough River Trail, the Lower Trail, and the Ghost Town Trail.

Stream and Canal Corridors

Stream corridors are also important to the regional spine network, primarily because the stream corridors historically played a very important role in the settlement and development of the region. Streams also have the attraction of other potential recreational uses such as boating, fishing, and greenways. Canal corridors and their

heritage also come into play here as potential trail linkages, especially the Pennsylvania Mainline Canal. The potential exists to upgrade several trail initiatives in the region to greenway status. The Conemaugh River, from Johnstown to Saltsburg, the proposed path of the flood, from Sidman to Johnstown along the Little Conemaugh River, and the Lower Trail, from Williamsburg to Alexandria are all candidates for greenway status, each having trail projects on one side of the corridor.

Conrail/Amtrak Corridors

The rail system of southwestern Pennsylvania, developed over a period of over 100 years, served nearly every sizeable community the region. The divestiture of the railroads has pruned the system back to the highly profitable mainline corridors, with some locales now inaccessible by rail. The major rail corridor (Conrail) across the region is east-west, originating in Pittsburgh with the northern line crossing the region to Harrisburg, and the southern line crossing to Cumberland, Maryland, and Washington, D.C. Amtrak utilizes these same corridors. These corridors possess significant potential to provide a multimodal interpretive opportunity, while establishing a destination for county spine corridors and local trails.

With the resurgence of passenger rail travel, heritage tourism, and multimodal transportation opportunities (i.e., mass transit which accommodates bicycles), identifying this corridor as a regional spine will provide maximum exposure and benefit for the eventual regional trail system. Partnerships and agreements with Amtrak to employ their services for interpretive tours, as is done from Altoona to Johnstown, hold much opportunity for heritage tourism, especially with trail linkages at the end of the line. These tours can be promoted as shuttles for hikers, bicyclists, canoeists, and kayakers.

Mountain Spine Corridors

There are several opportunities for long distance hiking corridors to form part of the regional spine system. The region is made up of four major north-south mountain ridges, all of which have trail potential.

On the western half of the region forming the boundary between Fayette, Westmoreland, Somerset, and Cambria Counties is the Laurel Ridge. The Laurel Highlands Trail is an established hiking and cross-country skiing corridor that enjoys heavy use, while it also offers linkages to many existing trails on both state game lands and state forest lands. In the central counties of Cambria and Blair, the proposal of the Appalachian Mountain Club to establish both the Lost Mountain Trail and Allegheny Mountain Trail along the Allegheny Front would link Blue Knob, Prince Gallitzin, and Black Moshannon State Parks. One eastern ridge between Blair, Huntingdon, and into Bedford Counties could be linked by an extension of the Mid-State Trail. The easternmost spine across Fulton and Huntingdon Counties consists of the linkage formed by the Tuscarora and Link Trails.

INTERSTATE NETWORK

Trail initiatives in the region have the opportunity to be part of a regional, interstate, and national system. All across the nation, citizen constituencies, nonprofit organizations, and various government agencies are forming partnerships to establish and protect trail corridors. The potential network for the region includes trail initiatives in Pennsylvania, West Virginia, and western Maryland, offering the possibility to connect to initiatives in Ohio and Washington D.C. These trails and excursion opportunities are all within a half-day drive of the region.

West Virginia

Land-based initiatives include the Cheat River Trail, Deckers Creek Trail, Monongahela River Trail, Kingwood Trail, Whiskey Run Trail, Washington County Rail Trail, Wheeling Creek Corridor, Marion County Rail Trail, Harrison County Hike and Bike Trail, North Bend Rail Trail, Allegheny Trail, America's Discovery Trail (ADT), and numerous trails at Coopers Rock State Forest. Water trails include the Monongahela River, Cheat Lake, Cheat River and its forks, Tygart River, and branches of the Potomac. Excursion trains include Cass Scenic Railroad, West Virginia Northern in Kingwood, and the Potomac Eagle along the South Branch Valley Railroad.

Pittsburgh & Western Pennsylvania

Land-based initiatives include the Montour Trail, National Pike Trail, Three Rivers Heritage Trail, Steel Heritage Trail, Harmony Trail, Freeport Community Trail, Armstrong Trail, Allegheny Valley Rail Trail System, Stavich Bicycle Trail, Trail of Transportation, Neshannock Creek Trail, Great Shamokin Path, Samuel Justus Trail, Oil Creek Trail, Roaring Run Watershed Trail, and the Baker Trail. Water trails include the Kiskiminitas River, Allegheny River, Ohio River, Clarion River, and Crooked Creek Lake. The scenic excursion, the Oil Creek & Titusville Railroad, allows canoe and bicycle shuttles.

Central and Eastern Pennsylvania

Land trails include the York County Rail Trail, Pine Creek Trail, Penns Creek Trail, Clarion - Toby Creek Rail Trail, East Bickford Rail Trail, Grampian Line Rail Trail, Houtzdale Line Rail Trail, Wilson Run Trail (Thomastown to Mahaffey to McGees Mills), Snowshoe Rail Trail, Lost Mountain Trail, and the Appalachian Trail. Water-based trails include the West Branch of the Susquehanna Canoe Trail. Rail excursions include the Bellefonte Historical Railroad, the Nittany

and Bald Eagle Railroad, the Strasburg Railroad in neighboring Lancaster County, and the Knox and Kane Scenic Railroad.

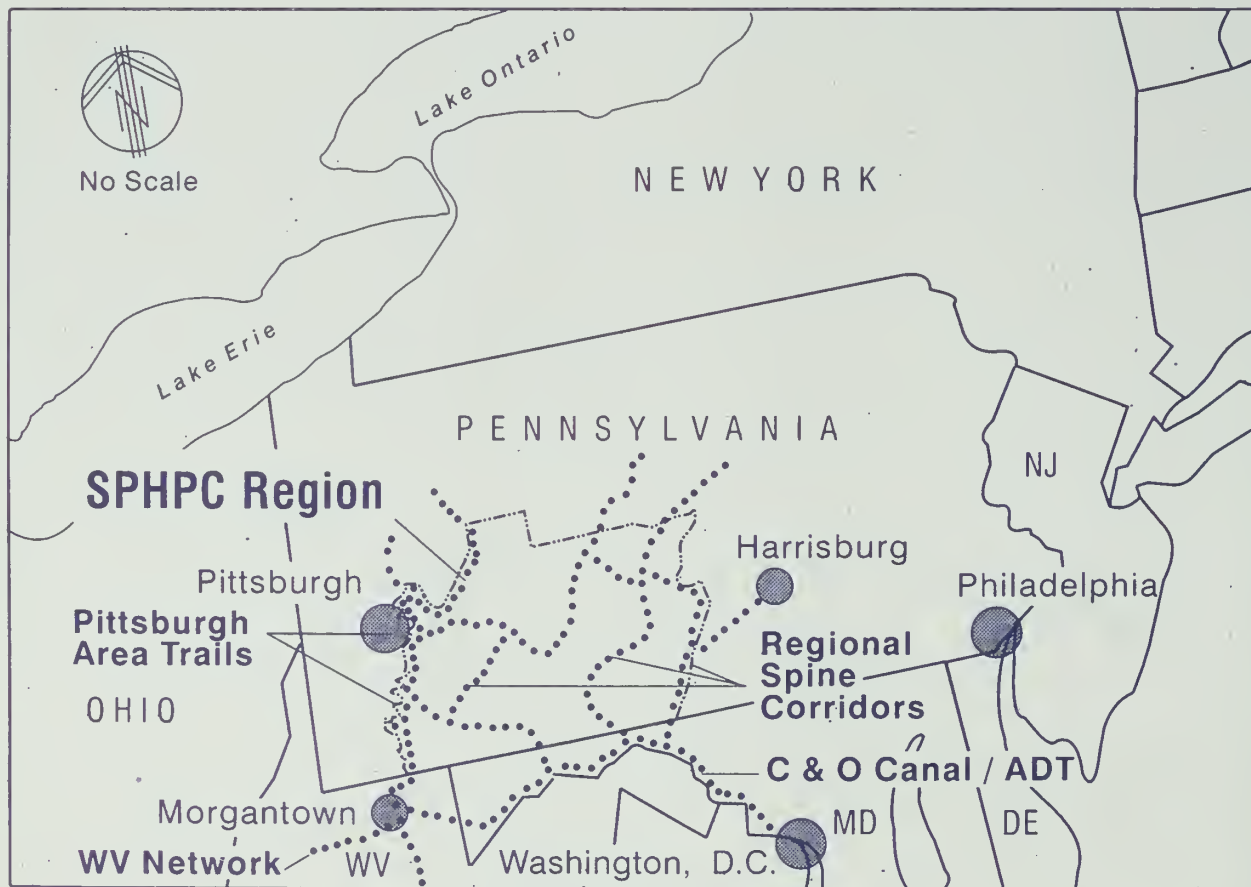
Maryland

Land trails include the Allegheny Highlands Trail, C&O Canal Towpath (Cumberland, Maryland to Georgetown), Potomac Heritage Trail (Seward, Pennsylvania to Washington DC), Western Maryland Rail Trail, Potomac River Greenway, Rocky Gap Greenway (extends into Fulton County, Pennsylvania), Green Ridge Greenway (links C & O Canal and Buchanan State Forest in Pennsylvania), and the Appalachian Trail. Southwestern Pennsylvania and the Pittsburgh area would be able to link to the ADT via the C&O

Canal Towpath Trail, the Youghiogheny River Trail and the Allegheny Highlands Trail. Water-based trails include the Yough River and Deep Creek Lake. A rail excursion opportunity is the Western Maryland Scenic Railroad.

Washington, D.C.

Linkages to the nation's capital with its abundance of landmarks, monuments, and museums are possible via both Amtrak and the C&O Canal to the Montgomery County Metro Branch, George Washington Parkway, and the Capital Crescent Trail. The water-based connection is the Potomac River.



INTERSTATE NETWORK

STRENGTHENING A REGIONAL COMMUNITY



MARKETING AND TRAILS PROMOTION

A trails network weaving through the fabric of the Allegheny Region will link special places and sites along abandoned rail corridors and scenic water courses, adding significantly to the understanding of the *Allegheny Experience* by those who travel that network. The key to successful trails promotion is not in creating market demand. The popularity of trail recreation grows daily. The key is in presenting the region's trail resources as a unit, so potential visitors understand the recreational opportunity the region offers and the ability to provide users with functional trip planning materials. Marketing the region's trails and informal trails promotion are required to ensure the desired heritage tourism and economic development take place.

Marketing

A regional trails brochure and toll-free, centralized fulfillment system to deliver these materials are the first steps in communicating with the customers. From the initial contact, potential visitors will choose from a menu of options and receive a second-level response from the trail of their choice. Coordination of trail publications, their content, design, and distribution are important components of a successful marketing effort. These marketing materials will complement other materials produced by the SPHPC. With one contact point and properly designed brochures, a potential visitor to the region will be provided materials that lead to a field experience where they will understand both the regional and site-specific features and themes of southwestern Pennsylvania.

Information about trails must also be supplied to information providers – those who produce guidebooks, signs, and media reports. Retail establishments that service trail users must be linked to these information sources. Users need to know what services are available on the route, where those services are located, and how far they must travel from the route to reach those services.

Marketing of the trails network will be one component of the SPHPC's overall marketing plan. The trails marketing strategy, coordinated by the SPHPC, will offer regional trails information to visitors as part of a vacation options package. It will introduce users to a menu of trails and allow them to target their choice based on travel plans.

In addition to the standard strategy that offers trails as a vacation option, the SPHPC and its partners will target special interest groups as a means of creating demand. This can be as simple as forming walking/ bicycling clubs or as innovative as packaging and selling multimodal or cycling tour packages.

Efforts to promote trails should be targeted to the market known to visit trails. Ideas for interesting articles about the region's trails should be suggested to national and regional cycling, fitness, recreation, and travel magazines. Guidebooks will be published, through partnerships with private business, to provide detailed information about the trails, the trail network, and the facilities available. Inside the region, signs must be placed where they can inform travelers without imposing on the view. Word of mouth will also help carry the trails message to people, especially within the region.

Trails organizations should investigate other opportunities to draw people to trails. These could include scheduled events, volunteer vacations, or joining in partnerships with groups such as the Bicycle Action Project. Partnerships should be developed with nationally or internationally recognized

groups such as The Adventure Cycling Association, Backroads, the American Automobile Association, or private corporations involved in cycling, hiking, recreation clothing, or other products targeted to the trails market.

Trails Promotion

Informal trails promotion will strengthen the overall trails program in the region. Individual trails organizations will publish specific brochures and newsletters; develop educational programs; seek media coverage through press releases, public service announcements, and newspaper and magazine articles; publish posters, calendars, and restaurant placements; and develop a speakers bureau. All these activities have proven successful for other trails organizations.

Trail facilities will provide the setting for first-hand understanding of *The Allegheny Experience* through interpretive efforts. From a lesson on mineral resources of the region, to the use of coal and coke in the steel-making industry, to the role of railroads in the transportation history of our country; trail facilities offer an outstanding opportunity to enhance the visitor's understanding of the region's role in the transformation of America.

ECONOMIC DEVELOPMENT OPPORTUNITIES

Trails can be an important part of an economic development strategy that targets tourism, but the benefits are difficult to measure. Trail users will take advantage of services offered by the private sector, provided the services are available, accessible, and well advertised.

Economic Benefits

A study by Pennsylvania State University determined that each trail visitor accounted for expenditures of \$31.79 per day, with \$10.52 in direct sales and \$21.27 in secondary sales. Expenditures could be much higher if concerted efforts were made to motivate trail users to take advantage of restaurants, stores, and bed-and-breakfast inns, rather than bringing their own food and beverages and leaving the area after using the trail. The trails community needs to get information about the establishments to the people planning guidebooks, brochures, signs, and the promotions to inform trail users before and during their visit.

Trail projects can enhance efforts to develop and attract jobs by increasing property values, creating opportunities for related businesses, adding to tourism potential, and improving the quality of life in a community. Trail advocates should educate economic developers to include the advantages of trails as they promote the community. The two groups should work together to ensure entrepreneurs know about the business potential for ventures that service trail users. Trail enthusiasts wanting to help promote the economic

benefits of their projects may consult *Economic Benefits of Protecting Rivers, Trails, and Greenway Corridors: A Resource Book*.

The Trails Community and Small Businesses

The trails community should work with the region's economic development community to provide assistance to entrepreneurs developing bed-and-breakfast inns, cafes, bicycle shops, campgrounds, stables, equipment stores, gift shops, and other trailside services. Advocates familiar with individual trails can help entrepreneurs identify the needs of visitors using the trails, how far trail users might be willing to travel to use services, and other pertinent information.

Trails organizations, tourism bureaus, and businesses should plan joint marketing schemes. A trail is more successful if associated businesses are developed to service trail users. The businesses rely on the ability of trail users to find out about the services available. The success of both the trails and the services depends on people learning about the trails and using them.





- NATIONAL ROAD
- LINCOLN HIGHWAY
- ○ ○ ○ PENNSYLVANIA MAIN LINE CANAL
- + + + + ALLEGHENY PORTAGE RAILROAD
- - - - NAVIGABLE RIVER SYSTEMS
- SOUTHWESTERN PENNSYLVANIA
PATH OF PROGRESS ROUTE
- ▨ ALLEGHENY RIDGE STATE HERITAGE PARK
- ▧ STEEL INDUSTRY HERITAGE CORRIDOR
- ▩ NATIONAL ROAD HERITAGE PARK
- LINCOLN HIGHWAY HERITAGE CORRIDOR



HERITAGE LINKAGES

HERITAGE TRAILS: Strengthening a Regional Community

SOUTHWESTERN PENNSYLVANIA
HERITAGE PRESERVATION COMMISSION (SPHPC)
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
423 • 20042 • DSC • JUNE 95

LINKAGE DEVELOPMENT



TRAIL PROJECT INITIATION

Community Participation

The most important decisions affecting trail development occur at the local level, emphasizing the need for vigilance on the part of citizens and local groups. Businesses and nonprofit organizations can then be brought together to work with the various levels of government to help define where corridors should be and how they should be used. Citizens, hiking clubs, conservation nonprofit organizations, and government agencies have assisted in establishing trails by developing local plans for trails. Most new trail ideas are initiated by an individual who then forms a nonprofit trail organization. The responsibility to educate and unite the community to support the concept relies on this individual or organization. Early in

the trail establishment process, the group must network with local residents to ensure support for the trail.

Ideas

A common denominator of all trail projects is that they all start with an idea. Rural and suburban trails may arise out of the desirability to provide a safe corridor for children to travel or recreate. Trails in urban settings may arise out of the need to provide an alternative transportation corridor. Rail trails many times arise out of the availability of a continuous corridor. Mountain trails may arise out of the opportunity to gain access to public lands, or to connect two parks such as the Laurel Highlands Trail that connects Ohiopyle State Park to Laurel Ridge State Park. Trails may also capitalize on heritage

tourism or economic development opportunities.

Literature Review

Earlier trail enthusiasts relied on their own initiative and ability to see a vision for a trail, assemble the necessary resources, and realize success out on the ground. Today, the popularity of trails has spawned the publishing of many documents helpful to the trails enthusiast (see appendix D). Review of the literature will put project initiators on a par with professionals in the field, will provide more ideas, and will provide the vocabulary needed to describe their project.

Nonprofit and Local Agency Assistance

Gaining the assistance of an established nonprofit organization whose mission will support the trail plan is very important. For instance, a local rails-to-trails association could be a suitable sponsor of a rails-to-trails project. Gaining the support of a local government agency will provide additional support. Policies drive government agencies, therefore, gaining the support of the state department of transportation will be important to establishing a bicycle trail parallel to a highway. In addition, nonprofit organizations and government agencies commonly network to provide training courses and conferences of interest to the trails community. Attendance at these gatherings is critical to the development of new trail leaders.

Trails Initiative Process

This process for the region relies on the initiative of individuals or organizations putting together ideas, potential partners, and the organizational framework, which is critical to project kick-off. The *Heritage Trails* planning process used a form to assist in

this process that outlined the appropriate information that was fundamental to launching the project. Each county heritage committee has a trails representative who can assist in defining ideas. Important to regional and SPHPC support will be the identification of potential partners, creative goals for the project, heritage resources along the corridor, and potential interpretive themes.

CORRIDOR DESIGN OUTLINE. After initial support for a project, it is important to begin shaping the physical framework for the project. The following corridor outline can be used for a complete description of greenways, bicycle paths, rail trails, accessible trails, and mountain trails projects.

- ◆ *Corridor or project name*
- ◆ *Segmentation and length, origins, destinations, and access points*
- ◆ *Purpose and objectives*
- ◆ *Allowable uses (pedestrian, hike, bike, accessible, equestrian, snowmobile, cross-country ski)*
- ◆ *One-way, two-way, or parallel tracks*
- ◆ *Connections (neighborhoods, businesses, commercial, industry)*
- ◆ *Intersections and crossings*
- ◆ *Signs (interpretive, orientation, information, regulatory, safety/warning, mile markers)*
- ◆ *Key Interpretation (heritage, natural history)*
- ◆ *Adjacent landowners (gates, fences, screening)*
- ◆ *Views (local, distant)*
- ◆ *Trail standards (width, clearing, surfacing, maintenance)*
- ◆ *Trail features (trailheads, comfort stations, parking, concessions, benches, fencing, landscaping)*
- ◆ *Special considerations (wetlands, abandoned mines)*
- ◆ *Ownership status*

Partnerships

The initiation of partnerships is the next step in the trail establishment process.

Commitment of sponsorship and time and energy are minimum requirements of the partnership. Simple tasks such as hosting a meeting or providing refreshments for a workshop are great examples where partnerships can take root. Later in the process, more formal partnerships can be developed. Traditional and nontraditional partners should be contacted to assist with the project.

ROLE OF THE PARTNERS

The formation of partnerships is the foundation of the *Heritage Trails* planning effort. Partners realize that they must complement each other to accomplish the work. Each partner in the trails community must work within its own area of responsibility and expertise, while recognizing the contribution of others, to ensure success.

Grassroots Membership Organizations

Fewer than 10 trail groups are in the region, formed to work on specific trail projects: Somerset County Rails-to-Trails, Cambria and Indiana Trail Council, Rails-to-Trails of Blair County, Regional Trail Corporation, and the Mid-State Trail Association. The first four have a broad enough scope to expand their rails-to-trails vision throughout their county as opportunity arises. Westmoreland County also has two watershed associations, Loyalhanna and Sewickley Creek, actively working toward trail development and conservation in their watersheds. Cambria County Conservation and Recreation Authority was recently formed and is working on trail development and water quality issues. The newly formed Conemaugh Valley Conservancy is developing a greenway plan for the Conemaugh and Kiskiminetas Rivers, which will include a trails component.

Counties not represented by a strong county trail organization are Bedford, Fulton, and Huntingdon. However, these rural mountain counties have a fairly strong presence through hiking trail groups such as Mid-State and Keystone Trail Associations and continuing initiatives of the Appalachian Mountain Club. These counties are in the process of forming trail committees.

The support of a municipality will make the process of forming a trail organization easier. Equestrian groups are potential partners that have experience in developing riding trails in the region. One group of trail users often left out of trail planning activities are the motorized users. This is an issue because of the conflicts often reported between users. If all groups met at a common table, solutions to the concerns could be found. Keystone Off-Road Riders is a Johnstown-based group that supports appropriate riding habits. A county trails organization will naturally include other user groups, including seniors, persons with disabilities, and youth groups. Representatives from business, banking, government, medical, and educational institutions, and the legal profession will also be important to include. A comprehensive plan for a county will meet the needs of all trail users.

Municipalities

The nine-county region consists of 10 cities, 168 boroughs, and 205 townships. Land conservation and recreation are included as their responsibilities to the public. Elected officials at all levels need to be brought in early in the formulation of trails projects. Keeping elected officials informed and involved in all phases of trail development will ensure continued political support. The goal of the trail group very well may be to turn the trail project over to the municipality as lead sponsor, allowing the trail group to act more in an advocacy and support role. A municipality may also have developed good rapport with state and national legislators and other contacts. In Pennsylvania, municipalities have the right of first refusal when a

railroad is ready to sell an abandoned corridor (see appendix G). It is imperative that municipalities learn to take advantage of opportunities.

County Planning Commissions

Each of the counties has a county planning commission, funded in part by the county commissioners. The planning commission produces comprehensive plans for the county and often assists in plan development for cities, boroughs, and townships. These plans are often prerequisites for accessing funds to conserve, rehabilitate, and redevelop properties. Nationally, trail plans are commonly included in transportation plans at the county level.

County Conservation Districts

The mission of conservation districts is to actively conserve the land and water resources for future generations. Each district may have a different focus depending on local needs. Recreation trail development may be a way of helping to protect and enhance resources, as well as educating the public about the interrelatedness of their activities with the environment. Somerset County has been very active in the development of the Allegheny Highlands Trail. Districts have the resources to develop programs, obtain and coordinate assistance, and provide information.

County Heritage Committees

As part of the SPHPC's planning process, each county has appointed a heritage committee to guide heritage preservation. Approved trail project plans will be included as part of each county heritage preservation plan. All SPHPC grant programs must be approved by the heritage committee before it can be considered. The 1993 County Heritage Grant Program has provided funds to hire a heritage planner in each county, and eight counties have responded to the

program to date. These planners will work to update and implement the heritage plans. Working closely with each heritage planner will ensure trails project development and inclusion in plans.

Economic, Community, and Industrial Development Groups

Each county has a number of groups working on development projects, all of whom are involved in extensive networking. Trail groups could especially form partnerships with them for shared use in cases where an abandoned or low use rail corridor passes through an industrial park. A current proposal is the rail corridor from Fairchance Industrial Park to Connellsville, with a potential partnership with the Fay-Penn Economic Development Corporation. Northern Cambria Community Development Corporation (NORCAM), a private nonprofit community development corporation, has been actively working in partnership on rail-trail projects such as the Ghost Town Trail and the Gallitzin Trail Network. Main Street Programs, such as in Tyrone, are also actively involved in providing access to a heritage trail system.

Authorities

Although often viewed as nontraditional partners, many authorities can facilitate networking and partnership building. For example, the Cambria County Transit Authority is involved in trail development projects in the Greater Johnstown area and have used several partners in the process. Cooperation may be found in the 21 recreation authorities in the region, having representation in seven of the nine counties (Fulton and Indiana not represented). Several counties, including Indiana, have a county park system. The newly formed Cambria County Conservation and Recreation Authority has interest in trails and water quality projects. Water authorities may be approached regarding shared use of

reservoirs and land, with discussions currently taking place in Cambria and Somerset counties. Redevelopment authorities can carry out the planning commission's comprehensive plan in the areas of conservation and redevelopment, although their focus is usually on industrial development, urban renewal, and site improvements. Urban greenways and open space preservation may be a creative approach to their participation.

Southern Alleghenies Planning and Development Commission

Six counties in the SPHPC region comprise the Southern Alleghenies Planning and Development Commission. They include: Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset. The board is made up of two county commissioners from each county and a minority representative. A director works to strengthen ties with economic development agencies, increase visibility, communicate with legislators, and produce a quarterly newsletter. The commission also serves as a local development district. Trail projects that identify economic development and heritage tourism opportunities will complement the goals of the commission.

Southwestern Pennsylvania Regional Planning Commission

This membership organization currently includes Westmoreland and five external counties (Fayette and Indiana have not yet joined), and serves as a metropolitan planning organization. City, state, and federal agencies are represented. Interests are in local government assistance, transportation planning and assistance, and information services.

Southwestern Pennsylvania Regional Development Council

Formed in 1992 as an expanded network of the regional planning commission, including Fayette, Indiana, and Greene Counties, the council serves as a local development district.

Metropolitan Planning Organizations

Since 1964, metropolitan planning organizations have directed local transportation planning and programming. They have recently been empowered under the Intermodal Surface Transportation Efficiency Act to produce long-range transportation plans and implement transportation improvement programs. The programs list transportation projects (generally covering six years) that use federal and matching funds. The projects must be consistent with the transportation plans. Trail projects qualify as transportation and are to be included in both the plan and transportation improvement programs.

Local Development Districts

These districts focus on economic development programs and assistance, offering regional liaisons between state and federal government and the Appalachian Regional Commission. With coordination from the governor's office, rural areas are able to access federal commission funds for development projects, including recreation and tourism.



Conservancies

The Southern Alleghenies Conservancy currently serves the six counties in the Southern Alleghenies Planning and Development Commission but is expanding its land and real property trust plan for all nine counties. Trail initiators may be able to work with the conservancy for acquiring easements and land donations.

The Western Pennsylvania Conservancy acquires and advises on land that contains rare and endangered species or is of significant aesthetic and scenic value, often with the intent to turn it over to another group for ownership and management. As a precedent, the conservancy had previously acquired the Indian Creek Valley Rail Trail corridor, and then turned a portion of it over to the township. The conservancy also agreed to hold the Western Maryland Railroad property from Connellsville to Ohiopyle, later turning it over to the state for trail development.

The Conemaugh Valley Conservancy is developing a greenway from Johnstown to Schenley encompassing portions of Cambria, Indiana, Westmoreland, and Armstrong Counties.

Tourist Promotion Agencies

There are six agencies in the region: Laurel Highlands (Cambria, Fayette, Somerset, Westmoreland, Greene) and one in each of the remaining five counties. Partnerships can involve tourism promotion, special events, market research, visitor guides, and brochures. Priorities of the agencies are determined by the board. The agencies work closely with chambers of commerce and economic development corporations.

Banks

As of 1993, none of the banks were offering community development investment monies. However, a small business investment company, Enterprise Venture Capital Corporation, has been formed to serve Cambria and Somerset Counties and has 11 banks as stockholders. This group offers financing, equity capital, and management assistance to new and expanding small businesses. Trailside service enterprises, such as bed-and-breakfasts, bike shops, cafes, and hotels, might benefit from this assistance.

Utilities

Nine electrical power providers, seven gas services, and six telephone companies are in the region. Larger utilities have economic development departments who network among many local, state, and national groups, often forming partnerships on many community development projects. Utilities are also potential partners in corridor acquisition for use as shared rights-of-way, including those for cable television, fiber-optics, and sewerlines. Major utilities with community development programs include West Penn Power, Pennsylvania Rural Electric Association, Pennsylvania Electric Company, Columbia Gas of Pennsylvania, Peoples Natural Gas Company, and Bell of Pennsylvania.

Businesses

Each county has a chamber of commerce that works in the areas of business retention, tourism promotion, and educational programs. Chamber sponsorship of projects can help advance the awareness of the economics of heritage rail trails. Individual businesses can also be approached for their financial and in-kind support, especially large corporations, businesses adjacent to a trail corridor, and those businesses that will benefit from trail users. Additionally, in cases where a rail corridor is to be sold with

tracks still in place, trail interests should form a partnership with a railroad salvage company, such as the Kovalchik Salvage Company in Indiana, to their mutual benefit of track salvage and corridor donation for tax benefits and trail use. Precedent has been set on the Ghost Town Trail and others.

National Guard

The national guard can assist with trail development through the use of their heavy equipment and labor. These projects must be scheduled well in advance but offer a substantial savings in trail development costs.

Department of Community Affairs

Financial assistance is available through the Community Development Block Grant Program. Fayette, Indiana, and Westmoreland Counties are served by the southwest regional office in Pittsburgh, with the remaining six counties served by the north central/south central regional office in Harrisburg. Sponsors for acquisition requests must be either conservancies or land trusts that are at least five years old. Sponsors for planning and development applications must be municipalities that own or lease the subject property.

Department of Conservation and Natural Resources

This department has a number of programs that may be of assistance to trails planners, including the Federal Land and Water Conservation Fund and the Keystone Recreation, Park and Conservation Fund (Keystone Program). The department also administers the Pennsylvania Heritage Parks Program. Trail projects should be named in

management action plans of the established heritage parks. Technical assistance, guidance, and direction for sponsors of trail initiatives are also offered by this department. Additionally, the Bureau of Forestry owns and manages five state forest districts spanning eight counties in the region. It offers assistance in recreation and trail initiatives. The Rails-to-Trails Program via the Keystone Program will be accessible by nonprofit organizations and local governments. The Forest Stewardship Program assists private landowners in developing management plans for their woodlots and can incorporate the desire for trails within that plan. The Bureau of State Parks owns and manages 18 state parks in two state park regions spanning all nine counties. The Bureau of Dams and Waterways Management may need to be contacted for permits for bridges, culverts, and stream crossings.

Pennsylvania Department of Transportation

PennDOT administers the Intermodal Surface Transportation Efficiency Act. Through this act, acquisition and development of trails and facilities may be funded as part of the Transportation Enhancements Program, through which about \$7.8 million was awarded to 12 projects in the region in 1993. Working with PennDOT, trails groups can get major trails included on the state highway map. Working with the regional bike/ped coordinators to develop trail projects, especially those along roadways, will get them included in the 12-year Transportation Improvement Program, thereby making them eligible for transportation enhancement projects. PennDOT also must be contacted for occupancy permits for any trail that crosses a road or for any modifications to the right-of-way.

Fish and Boat Commission

Keystone Program funds are available through the Fish and Boat Commission. Trail groups must contact them for encroachment permits for any trail to cross streams. The commission also issues boat permits that are necessary at state-operated boat ramps, owns and manages boat ramps and parking lots adjacent to streams, stocks streams, and provides brochures on access areas and safety.

Pennsylvania Game Commission

All state game lands, roads, and trails are accessible to the public. Because the game lands are funded through hunting permit fees, hunting cannot be prohibited on trails within these lands. Trails may be located adjacent to dirt roads on state game lands, with a trail group working closely in partnership with the Pennsylvania Game Commission.

Turnpike Commission

Contact must be made regarding trail crossings on the turnpike highways. Also Bedford and Fulton Counties have 14 miles of abandoned turnpike rights-of-way with two tunnels that might be used as trail linkages.

Department of Labor and Industry

The Pennsylvania Conservation Corps and the Youth Corps Programs that can be used to assist in trail development projects are administered through this office.

Department of Corrections

A job training program is available that employs prison laborers to do things such as trail development. Huntingdon and Westmoreland Counties both use this program.

Southwestern Pennsylvania Heritage Preservation Commission

Besides the obvious programs involving trails, the Regional Trails Committee, and the Trails Grant and Loan Program, the SPHPC specializes in fostering partnerships and innovative approaches to regional economic development opportunities, especially as they relate to heritage tourism. The Cultural and Curatorial Grant Program offers assistance for interpretation programming. The Historic Building Grant Program assists in restoring significant structures. The environmental team of the new Americorps Program, dubbed the Pennsylvania Mountain Service Corps, will be administered by the SPHPC, with young people working on trail development and water quality remediation projects. New programs are continually being developed to respond to the region's needs. There is ample opportunity for rail excursion initiatives and water trail development programs and projects to form a partnership with the SPHPC.

National Park Service

The Rivers, Trails, and Conservation Assistance Program in the Mid-Atlantic Regional Office in Philadelphia offers technical assistance in planning and coalition building for water, trail, and greenway projects. Sponsors must present their project and show local support when requesting assistance.

Park units, such as the Allegheny Portage Railroad, Johnstown Flood Memorial, Fort Necessity, and Friendship Hill, can offer trail programs and interpretive expertise. Some of their efforts may extend beyond their boundaries, as in the case of providing interpretive services on Amtrak trains from Altoona to Johnstown, the East Broad Top Railroad, and the Johnstown Inclined Plane. The Denver Service Center in Denver, Colorado, offers planning, design, and construction services. The Harpers Ferry Center specializes in interpretation and exhibits. Assistance is available primarily through the service center. The Washington Office sets policy and coordinates national initiatives through the regional offices. Washington also has a research branch and can provide information on case studies and funding sources to trails organization. All Park Service participation in projects is coordinated by the SPHPC.

Soil Conservation Service

Resource conservation and development areas assist in the development of water and land trails, among many other interests. The region is served by two areas — Penn's Corner (Fayette, Indiana, and Westmoreland) and Southern Alleghenies (Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset). The areas offer leadership to projects in such a way to bring people, financial resources, and natural resources together to achieve project objectives.

Citizen resource committees have been mobilized to assist in the development of resource conservation and development area plans. A 1975 guiding area plan for Penn's Corner includes Measure Number 77 — "Establishment of bike and hiking trails on abandoned railroad rights-of-ways and canoe trails on waterways." The Southern Alleghenies has included a goal in their 1991 area plan objective to "assist communities with improvements to existing recreation facilities and create new ones with emphasis on linear parks such as rails-to-trails, greenbelts, and stream corridors." The resource

conservation and development areas can be counted on for many types of assistance. The established process is to work through county commissioners and county conservation districts as sponsors of the resource conservation and development area.

The resource conservation and development areas can assist in the preparation of a "measure plan" necessary for prioritization and further assistance in project implementation. The areas can also assist with erosion and sedimentation plans, land surveys, and funding sponsorship. There is a potential source of funds through environmental mitigation requirements (i.e., from another project's detrimental effects). It may be mandated that work be done on a trail project such as the Ghost Town Trail. The resource conservation and development areas have developed programs that include the use of the Pennsylvania Conservation Corps and Americorps participants. These programs can be easily employed for trail development and maintenance needs.

Department of Defense

The Legacy Resource Management Program offers grants to armed forces bases for trails and interpretation. It is an initiative from Congressman Murtha which should be pursued with vigor in his district. The Reserves can be used by scheduling their use of heavy equipment and personnel for trail development such as grading and rolling. This is often a training project for them.

The U.S. Army Corps of Engineers is involved with waterways, watersheds, and locks and dams. They own and manage the land surrounding lakes created by their dams, and can work on flood control and trail development on those properties. They keep historic records of waterways and are often involved in archeological studies and historic preservation and interpretation. If authorized by legislation, they can take the lead on watershed and greenway studies and can provide scheduled water releases

for recreation boating, as is done on Jennings Randolph Lake in West Virginia. In the region, trail groups can work for access to their property (Yough River, Raystown, Loyalhanna, Conemaugh, and Mahoning Lakes). The Corps also has a Reserves Program that is service-oriented and can assist to rebuild park structures and other facilities. The Corps is developing a "Challenge Cost Share Program" to allow partners to develop facilities on Corps lands through donations of funds, equipment, and services. This may be pursued for development on their land.

Department of Commerce

The local Coast Guard auxiliarists can assist in waterway programs such as safety training, regattas, and fireworks over waterways. They work closely with passenger vessels and registrations.

IMPLEMENTATION GUIDELINES

Implementation guidelines are important to the overall success of trails and related conservation projects. Initiated early in the planning process, implementation guidelines can help the planning team, decision makers, potential users, and the general public understand the design intent of the project. Implementation guidelines can be communicated through narrative text and sketches. Descriptions of the functional and aesthetic aspects of the project (for example: sign – letter size, color/background) are suggested. Two or three well written paragraphs with a sketch for each aspect of the corridor is suggested. A comprehensive corridor guideline is likely to be 50 pages long and may be in portfolio format.

Bicycle Paths

Successful bicycle facilities begin with a detailed outline of all aspects of the

program. This will include individual bicycle path objectives, a bicycle path features guideline, related facilities guidelines, and a related programs outline. Bicycle facilities offer a unique opportunity for businesses, law enforcement agencies, and trails groups to form partnerships.

Bicycle Path Objectives

- Develop individual facilities as part of larger recreation, education, circulation, and transportation systems.
- Provide safe and direct routes or meandering and interesting routes.
- Establish framework/policy for comprehensive trail networks.

Bicycle Path Features

- Surfacing
- Horizontal and vertical clearances
- Profile grades and cross slopes
- Design speed, radius of curvature
- Superelevation, curve widening
- Sight distance, crossings
- Signs
- Lighting

Related Facilities

- Bicycle storage facilities
- Education/nature centers
- Shelters/picnic areas
- Seating areas and trash receptacles
- Related programs
- Safety awareness
- Interpretation/education
- Volunteer patrols
- Trail ethics
- Maintenance

Rail Trails

Because abandoned rail corridors offer a wide base (8 to 10 feet) for multiuse trails with relatively slight profile grades, they can offer exciting opportunities to develop heritage trail initiatives. However, there are several aspects of abandoned rail corridors and their conversion to recreational trails that need attention.

Hazards. Bridges, tunnels, abandoned mine openings, abandoned buildings, and toxic waste, which are all common along rail corridors, pose a unique problem to recreation enthusiasts and site managers. Whereas the attraction of an abandoned rail corridor may appear overwhelming, comprehensive study must take place to ensure that all safety precautions are in place before any recreation-related activity takes place. An analysis of known hazards and corresponding mitigation as well as a safety plan are aspects of a concept plan that will help reduce liability of the sponsoring agency in the event of an accident. Signs and other warnings will also be part of this plan.

Rail Bed. Many times the railbed width is such that a two-way multiuse trail (required width is 10 feet plus 1-foot shoulders each side) is extremely difficult to achieve. Use regulations, installation of signs, and enforcement of violations help mitigate this concern.

Drainage. Drainage is known to be a potentially devastating problem on rail trails. Rail carriers spent much time and money clearing ditches to prevent damage to rail ballast. This is the single most important maintenance task for the rail trail manager.

Surfacing. A variety of surfacing materials are available to give a rail trail the desired natural feel. However, heavily used corridors in urban areas may need to be hard surfaced. In addition, trails designated as accessible must meet the strict federal code.

Mountain Trails

The majority of environmental impacts from mountain trails results from inappropriate trail construction and maintenance. Careful planning and design, guided by the concept of trail sustainability, will protect backcountry resources while affording a reasonable standard of safety and comfort for the traveler.

Sustainability. The NPS defines sustainability as *"the ability of the travel surface to support current and anticipated appropriate uses with minimal impact to the adjoining natural systems and cultural resources. Sustainable trails have negligible soil loss or movement and allow the naturally occurring plant systems to inhabit the area, while allowing for the occasional pruning and removal of plants necessary to build and maintain the trail. If well built, a sustainable trail minimizes seasonal muddiness and erosion. It should not normally affect natural fauna adversely nor require re-routing and major maintenance over long periods of time."* (NPS-77, *Natural Resources Management Guideline*).

Factors to consider to achieve trail sustainability include soil types, the grades of the trail profile relative to existing cross-slopes, surface moisture and drainage, solar aspect, types and seasons of use, use volumes, design and maintenance standards, ecological implications for trailside vegetation, and functional and aesthetic control points (trailheads, scenic views, lakes). Developing sustainability criteria tailored for each trail project will provide a reference point from which the achievement of future accomplishments can be measured.

The most important factor to ensure sustainability is sidehill trail design. Cross-slopes for backcountry trails should range between 10% and 70%. The maximum profile grade for a natural surface trail is well established to be about 12%.

New Uses on Existing Trails. When new uses (mountain bikes on hiking trails) are being considered for existing trails, planning teams must carefully consider sustainability

factors. The design principles used for old roads and railway beds are significantly different from those used for trails, so it is necessary to evaluate sustainability factors when redeveloping these corridors.

Impacts of Trails on Wildlife

Trails may have either a positive or negative impact on wildlife and habitat. It is critical to involve and work with appropriate resource specialists early in the trail initiative process — doing so will ensure projects which benefit wildlife while minimizing impacts.

Positive Impacts. Habitat preservation may result from the establishment of trails or greenways by preventing development in areas of critical concern. Introducing trails into undeveloped areas may also have positive impacts on wildlife. Trails may provide excellent opportunities for people to

have access to wildlife habitats to observe, photograph, and appreciate wildlife resources.

Potential Negative Impacts. Potential impacts on wildlife that need to be considered when developing trails include the removal of vegetation during the trail construction process and offtrail activities by people brought into an area by a trail.

Potential Mitigation Measures.

Locate trails in areas that are already disturbed by human activity — such as along a road right-of-way instead of through an undeveloped vicinity. Minimize removal of vegetation.

Locate trails well away from specific areas of wildlife concern, including better habitats, wintering areas, and riparian areas.

DESIGN GUIDELINES FOR INDIVIDUAL PROJECTS. Contracting with an architectural/engineering firm with experience in trail projects will establish a design ethic that will ensure aesthetic fitness of projects. Literature Resources listed in appendix D should be reviewed before initiating project guidelines. Three outstanding resources include *Trails for the Twenty First Century: Planning, Design, and Management Manual for Multi-Use Trails*; *Greenways: A Guide to Planning, Design, and Development*; and *Trails Design and Management Handbook for Pitkin County Colorado*.

INDIVIDUAL PROJECT FEATURES

- ◆ Plant materials
- ◆ Trail cross sections & surfaces
- ◆ Drainage structures
- ◆ Accessible sidewalks
- ◆ Bridges & replacement bridge deck and rails
- ◆ Security/privacy fence
- ◆ Benches, bike rack, picnic table, & trash receptacle
- ◆ Bollards
- ◆ Shelter
- ◆ Comfort Station
- ◆ Trailhead parking
- ◆ Boat access (put-in and takeout)
- ◆ Horse staging areas

SIGNS

- ◆ Safety
- ◆ Regulatory
- ◆ Hazard
- ◆ Warning
- ◆ Clearance sign
- ◆ Kiosks
- ◆ Mile markers
- ◆ Interpretation
- ◆ Multiple panel information sign
- ◆ Wayside exhibit
- ◆ Guideposts
- ◆ Interpretative Program Brochures

MULTIUSE TRAIL DESIGN STANDARDS

		Cross Slope Range	Tread Width	Clearing		Surface Materials				Cross Slope	Max. Profile	Sw'Back Radius
				w.	h.	natural	gravel	asphalt	concrete			
Handicap Accessible	Fully Accessible	0-10%	7'	+4'	10'	No	No	Pref.	Pref.	<2%	5% ave., 8.33 max.	
Hiking	Walking	10-10%	10'	+4'	10'	No	No	Pref.	Pref.	4%	5% avg.	2'
	Standard	10-70%	24-36"	+4'	10'	Pref.	Pref.	No	No	4%	12%	2'
	Backcountry	10-90%	18-24"	+3'	8'	Pref.	OK	No	No	4%	12%	4'
Mountain Bike	Mtn. Single Track	10-70%	24-36"	+4'	10'	Pref.	Pref.	No	No	4%	12%	4'
	Rural. Double track	0-30%	48-96"	+6'	10'	Pref.	Pref.	No	No	4%	12%	8'
Equestrian	Mtn. Single Track	10-70%	18-24"	+6'	10'	Pref.	Pref.	No	No	4%	12%	8'
	Double Track	0-70%	12"/12"	+6'	10'	Pref.	Pref.	No	No	4%	12%	NA
Cross-Country Ski	Single Track	0-70%	12"	5'	+6'	Pref.	Pref.	OK	OK	NA	10% desired	NA
	Double track	0-70%	12"/12"	10'	+6'	Pref.	Pref.	OK	OK	NA	10% desired	NA
	Skate Lane	0-70%	8'	10'	+6'	Pref.	Pref.	OK	OK	NA	10% desired	35' @ 15 mph
Road Bike	One Way	0-10%	5'	+4'	10'	No	No	Pref.	Pref.	2%	5% desired	—
	Two Way	0-10%	8'	+4'	10'	No	No	Pref.	Pref.	2%	5% desired	8'
Multiuse	Urban	0-10%	10'	+4'	10'	No	No	Pref.	Pref.	2%	5% avg.	8'
	Rural	0-30%	24-36"	+6'	10'	Pref.	Pref.	OK	No	4%	12%	
	Mountain	10-90%	24-36"	+6'	10'	Pref.	Pref.	No	No	4%	12%	

Arrange for daily or seasonal closures to protect wildlife during a particularly sensitive part of the year, and make provisions for emergency closures.

Educate trail users on the ethics of wildlife watching through signs, leaflets and other methods.

Greenways

Three basic components make up greenways — they are linear; they protect important natural, cultural, historic, and heritage resources; and they connect these resources to other resources. Greenways, combined with adjoining conservation land, can effectively act as habitat for some wildlife species. Management awareness of this fact, combined with appropriate and timely management actions early in the planning process, will help ensure maximum protection of wildlife species using a corridor.

Regional Trails Logo. Developing a regional trails logo will establish visual recognition and continuity across the region. It is suggested that the design utilize the American flag, be of bold and bright colors, and incorporate trail use themes.

FUNDING

Assembling the needed technical and financial resources to carry out a trail project may be the most difficult part of the implementation process. Experienced organizations utilize a multipronged approach to fundraising. Components of a successful fundraising program may include membership solicitation, small and large donor programs, corporate and foundation support, special events, and government sources. Paramount to successful fundraising is the sponsorship by an established nonprofit organization.

The days of dwindling government dollars is reality for all project initiators. Even potentially large sources of funding, such as the Intermodal Surface Transportation Efficiency Act or the Keystone Program, will not fund all projects. Grantors of funds are increasingly funding well established or creative partnerships with well developed programs. Initiating partnerships to carry out projects, therefore, is the foundational step in securing funds. Subsequent steps will be the searching out of local support building up to the state and federal levels, not neglecting volunteers as a partner in design and implementation.

Fundraising and Program Development

Many times a professional or volunteer fundraiser is contracted to acquire technical and financial assistance for projects. In addition to consulting with an experienced fundraiser, there is a large amount of literature on the subject. Both experts and the literature indicate the need to develop a well written program development document. This is required as the foundation of any successful financial assistance plan.

Once the program is fully described, patience, perseverance, and maturity are required virtues for those pursuing funding or technical assistance opportunities. The most important quality required of those assembling resources is an overwhelming belief in the project for which assistance is being solicited. If there is even the slightest doubt in a requester's mind, this will translate into doubt in the mind of the grantor of assistance. An agency's fundraiser, then, is very willing to explain the merits of a project. Many times a contact, existing relationship, or recommendation is required for an agency to provide assistance. Professional fundraisers can be hired on a commission basis to raise funds, or an executive director can be given commissions on funds raised.

Private Sources of Funding

Private sources of assistance must be counted on for funding, especially as a basis for matching funds. Many times, federal and state funds are earmarked for projects of federal or state significance. Private sources will include nonprofit agencies (local, state wide, national), foundations, and corporations (usually these give to projects where they have an interest, including communities where employees live). Fundraising events offer the possibility of additional income and exposure.

Public Sources of Funding

The primary sources of government funding include the ISTEA Enhancements Program, through the Department of Transportation, Symm's Recreational Trails Fund, and Keystone Program Funds through the Department of Conservation and Natural Resources.

Appendix E contains information on grant-writing, fundraising training, nonprofit and foundation assistance, commonwealth opportunities, and federal assistance programs.

INTERPRETATION OF HERITAGE LINKAGES

The heritage of Pennsylvania is more than a few sites. It is a total experience acquired through riding horseback on roadbeds abandoned by steam locomotives, canoeing canals and streams that floated ore and produce to market, or walking the trails of Indians and pioneers and talking to the people who brought character to the region. Providing land-based, water-based, and rail excursion linkages through the region will physically and interpretively provide a common thread to the region's resources

and stories, enhancing visitor experiences at existing interpretive sites and facilities, creating opportunities to tell elements of story not currently being told, and transforming individual experiences into a comprehensive *Allegheny Experience*. Trail interpretation complements the Path of Progress Auto Tour Route by providing alternative transportation closely related to past eras. It provides modern users an association with less frantic lifestyles by offering a slow paced, intimate experience with the sights, sounds, and smells of the area's resources.

The primary goal of trail interpretation is to instill an understanding and appreciation of the heritage value of trail corridors which will also develop public support for preserving them. Interpretation provides information about trail management policies and decisions to trail users and the public so they are more likely to understand and accept controversial uses and restrictions. Successful interpretation that melds trail resources, users, managers, and neighbors into a team dedicated to achieving these goals does not just happen – it is planned.

Interpretive Planning

An interpretive plan transforms interpretive goals and visions into a logical and achievable schedule of actions that enables trail managers to make informed decisions. The planning team analyzes the need for interpretive facilities that communicate information to enrich future trail user experiences. The plan establishes thematic unity by blending interpretation into a harmonic program; it may also be used to coordinate interpretation with nearby trails to avoid duplication or omission of important stories.

Planning Process Tasks

Effective planning follows a systematic process of related tasks.

- Identify significance of natural, cultural, and recreational resources of the corridor and viewshed.
- Describe issues and problems that may affect trail design and implementation.
- Identify potential trail users and their informational and interpretive needs.
- Clearly define themes/messages/stories to be communicated to trail users.
- Describe the desired sensory, intellectual, and emotional experiences that will be available to trail users.
- Describe desired future conditions – project goals and objectives – to be accomplished through the interpretive program.
- Develop interpretive strategies/facilities that best provide information, communicate themes, and achieve desired visitor experiences for trail users.
- Draft plan and submit for planning team and trail manager review and comment.

Signs

Signs are the most often used and misused trail interpretive devices. Establishing trail system sign standards to meet the following guidelines should be included in the trail design process.

- Each sign should serve a specific purpose and convey a short message.
- Signs to be read from motor vehicles should use letter forms and symbols that communicate quickly; pedestrian signs may be more complex and subtle.
- Sign face should be simple and uncluttered and use color and texture to invite interest and provide emphasis, variety, unity, depth, and mood.

- Use graphics, text, and color to develop a visual sequence, beginning with a strong focal point and flowing through the sign.
- Sign material, size, color, and texture should complement surrounding environment, architecture, and trail themes.
- Keeping signs simple and inexpensive will ensure prompt replacement when vandalized.

Wayside Exhibits. Wayside exhibits are most often used as stand alone interpretive devices interpreting specific sites and stories and may be constructed from a variety of materials, colors, and textures to allow unobtrusive adaptation to almost any physical/environmental location. Waysides are extremely effective as orientation or trailhead devices that invite use and introduce the theme of the trail. Good exhibits are located where they can be readily seen and focus visual attention on prominent features or sites they interpret. Liberal use of photos, art, maps, and high readability type make waysides an excellent medium for visitors with learning and hearing impairments. Utilization of a provocative title, minimal text, active language, and impact producing graphics efficiently use the limited sign space.

Publications. Publications are well suited for presenting sequential material, directing trail users from point to point, and conveying abstract ideas and concepts. Small unit costs make publications economical. Classic simplicity of design can be achieved by keeping text, illustrations, and open spaces equally proportionate. Consideration should also be given the following:

- Text matter should be exciting, concisely edited, with titles and subtitles that are provocative, specific, and clear, and should support a central theme that unifies the story being interpreted.
- Illustrations should be used sparingly to enhance the text message and to provide visual relief.
- General site brochures with text that is not tied to specific trail stops work

especially well for nature themes; visitors read text and experience sites at their own pace and location of choice.

- A variety of publications such as giveaway maps, inexpensive booklets, and books.

Audio Stations. The potential for visual or sound intrusions and the expense of necessary backup equipment, periodic maintenance, regular monitoring, and a power source may curtail the use of audio stations in many trail interpretive programs. Audio interpretation is best used at historic sites where a combination of sights, sounds, music, and voices re-create missing elements of past lifestyles to make the site come alive for visitors. Audio stations may be used effectively in locations where a wide variety of information must be updated frequently at a low cost. Sound offers the opportunity to introduce special effects and music that evokes emotional reactions and heightens the authenticity and effectiveness of other media such as wayside exhibits.

- Short verbal commentary and instructions, less than three minutes, can be offered visitors while they have an uninterrupted view of the subject.
- First- and second-person narration may be used to transport people through time and place.

Accessibility. A goal of trail interpretation should be to provide the highest level of accessibility possible and feasible for people with visual, hearing, mobility, and mental impairments while conserving trail resources and preserving the quality of the trail experience for everyone. The special characteristics of trail environments impose particular feasibility parameters on trail use. The following guidelines help achieve the accessibility goal by ensuring that all trail users have access to the same information necessary for a safe and meaningful trail experience.

- Publications should include information on trail accessibility.

- Publications should be designed with the largest type size appropriate for the format; special publications for the visually impaired would be printed in 18-point type.
- Information contained in short folders should also be available on audiocassette.
- Publications should describe special services available for hearing- or learning-impaired visitors.

Signs and waysides should be installed in accessible locations and at heights and angles favorable for viewing by most trail users, including youth and those in wheelchairs, whenever possible.

- Trailhead exhibits should include an accessibility advisory.
- Letter type and color should be selected to maximize readability and legibility under field conditions.
- Exhibits and publications should communicate visually, relying heavily on graphics to interpret trail resources.
- Concise text describing specific topics of general interest should improve comprehension by learning-impaired visitors.
- Use vandal-resistant design and construction techniques.

Personal Services. Personal contact with an "expert" knowledgeable with the area's resources and stories can be the highlight of a trail/excursion user's recreational experience. Personal service interpretation, such as walks, information desk operation, talks, or guided excursion/canoe trail experiences, often provide the only in-depth, face-to-face contact with personnel associated with the heritage trail. Personal services can also be one of the most expensive interpretive techniques, unless adequately trained and experienced volunteers are available. The benefits of personal services should be compared to other interpretive methods and used when they are the most effective method of providing resource protection, visitor safety, appreciation of

resource values, information and orientation, and communicating management policies.

- Personal services should attract and direct public interest toward critical resource values and interpretation should enhance, not overshadow, the resource being interpreted.
- While programs should be entertaining, entertainment should be a means toward an end, not the end product.
- Personnel should be competent in interpretive skills and knowledge of subject matter.
- Personal service programs should directly relate to important site-related resources and themes.
- Personnel schedules should be prepared to make staff available as much as possible for direct visitor contact.
- Personal services are the most flexible component of interpretation and should be used where frequent adaptation to changes are required.
- Recreational skills demonstrations and workshops should include safety and emergency preparedness information related to that particular activity.
- Programs should contain information to help minimize adverse impacts to area's resources.



APPENDIXES



Appendix A: Trail Planning Process

Establishment of the trail planning process at the outset of a project lays a firm foundation for future trails activities. The National Park Service was contracted by the Southwest Pennsylvania Heritage Preservation Commission (SPHPC) to initiate *Heritage Trails: Strengthening a Regional Community*. A task directive (a contract between the Park Service and the SPHPC) was prepared to identify three areas of focus for the plan: land-based trails, water-based trails, and rail excursions. This document outlined expectations for the committee, suggested the establishment of a Heritage Trails Task Force (the task force) to ensure citizen input, and recommended the use of a partner in the SPHPC's technical assistance center to coordinate activities in the region.

NATIONAL PARK SERVICE GOAL

The goal of Park Service involvement has been to develop an adequate foundation for future trails activities. Without a good organizational and partnership foundation, many trail initiatives fall by the wayside. The Park Service has strived to initiate partnerships through the solicitation of workshop sponsors, obtaining donated artwork and photographs, and using experts in the region to form committees and develop and produce portions of the plan. The Park Service has functioned as a partner with the committee by primarily offering professional experience and advice. Three areas of concern common to trails projects nationwide have influenced the Park Service in its recommendations throughout the development of the project: nonprofit organizational incorporation, heritage resources and interpretive themes, and implementation funding.

NONPROFIT ORGANIZATION DEVELOPMENT

Critical to trail system success across the country is the establishment of viable nonprofit organizations. The Park Service has provided

leadership to the committee. Strong nonprofit organizations, with experience in initiating partnerships and that recognize their niche in the trails community, are known to be more successful at project implementation. In the Path of Progress region, the preservation commission has provided leadership to initiate the coordination of regional activities and vision. This federal assistance has provided a jump start to an economically depressed area for what is to be a 10-year term. This is the period to learn and feel the power that comes with cooperation and partnership building. This pattern will have to become tradition for the region to continue along the competitive path to economic recovery.

HERITAGE RESOURCES AND INTERPRETIVE THEMES

Citizens of each county developed a heritage resource inventory. The purpose of the inventory included: the initiation of citizen and nonprofit involvement into the planning process; a means for the counties to articulate their heritage as evidenced by the landmarks; public lands, architecture, personalities of the county, stories, and recreational opportunities; a way for the planning team to discern what is important to the people of the region; identification of heritage and interpretive themes; and helping each individual initiative compete for funding through the preservation commission, Intermodal Surface Transportation Efficiency Act, the Keystone Recreation, Park and Conservation Fund, and private funds. A quick look at the raw inventory of heritage sites identified for the counties displays an amazing cross section of the region. The heritage sites and stories that are important to the people span the centuries from the early exploration and development of the region in the 1700s through the modern day. Resources associated with railroads, architecture (including churches and museums), America's wars, transportation, industrial heritage, historic sites and districts, covered bridges, natural resources, and heritage events were identified.

This project is the first multicounty trails plan to be initiated with the inclusion of heritage interpretive themes. It is anticipated that this will assist individual projects in competing for funds and support both in and out of the region, from government and from private sources. Additionally, heritage resources, organizational contacts, and action items for implementation were identified for each project. Their inclusion will assist projects in rising to the top of an otherwise competitive pool of applications.

IMPLEMENTATION FUNDING

Anticipated funds for implementation, projected to be several million dollars, will need to be carefully lined up over the next several years. Even several hundred thousand dollars available from the commission for trails are just a starting point for trails implementation. There will be competition for the Intermodal Surface Transportation Efficiency Act enhancement funds, the Symm's portion of the funds (the National Recreation Trails Fund), as well as from both the Department of Community Affairs and the Department of Environmental Resources Keystone Program Funds. With some trail facilities costing over \$50,000 per mile, it is apparent that implementation funding may be hard to put in place.

PUBLIC INVOLVEMENT AND PARTICIPATION

The planning process relied on public involvement and participation. During the process, the committee has grown from 15 to 75 members representing individuals and trails organizations across the region. Local experts aided in personalizing the plan for the region. Peter Barton, executive director of the Altoona Railroader's Memorial Museum, was the main contact for rail excursion initiatives. Mike Burk, of the Benscreek Canoe Club, chaired the water-based initiatives committee. Local artist Penny Russell graciously produced artwork for the plan.

The National Park Service, in cooperation with the technical assistance center in Johnstown, developed the workshop process for involving the public in the development of the plan. Citizen visioning workshops were held twice a day over three days in three locations: Latrobe, Johnstown, and Bedford. The Park Service set the stage for a regional trails network and provided leadership to the vision, goals, and purpose for the region. Initial trails mapping was accomplished at this time on 1:100,000 scale topographic maps. Trail development issues and possible solutions were brainstormed, and a foundation for further involvement was established. Forms were provided as a means to gather additional information on trails, roles of partners, and technical information. Turnout for the workshops was excellent, with over 110 people actively participating.

Continued involvement in the process was through the appointed trail representative from each county heritage committee. This person's responsibility was to make the necessary contacts in the county and provide to the planning team a map and listing of natural, cultural, and historical county resources. Later, they were requested to provide further detailed information on each trail initiative for their county, including information on physical attributes, interpretive resources, and potential themes for the trail. This specific information is an integral portion of the plan.

The task force and committee had opportunities to review the tabulation of information and mapping. The participants in the visioning workshops were also mailed the draft plan for review. The technical assistance center coordinated these efforts and submitted consolidated responses to the Park Service, which synthesized the mapping and text information into a draft plan. Finally, a consensus building workshop was held to explain how the comments on the draft were incorporated into the final plan, and to receive final public comments before going to the printer. The plan was delivered to the committee for presentation to the Southwestern Pennsylvania Heritage Preservation Commission.

GEOGRAPHIC INFORMATION SYSTEMS DATABASE

Early in the planning process, the Park Service obtained two geographic information systems (GIS) databases for use in the project. Trail initiatives and heritage resources were digitized into the database. The purpose of utilizing these databases was to organize, analyze, and present information. Maps were produced using AutoCAD. This database is available from

the National Park Service, the Department of Environmental Resources, and from the Southern Alleghenies Planning and Development Commission. Individuals with a GIS system can use the database, combine it with other databases, and produce output at any scale. In addition, the Department of Environmental Resources can provide output of the rails-to-trails portions of the database by request.

Appendix B: Heritage Linkages

The following is a tabulation of trail initiatives identified for the region. The name of each initiative is given, as are a few important aspects including length, destinations, types of use (hiking, multiple use), heritage resources, goals, and status (open, proposed).

BEDFORD COUNTY LAND-BASED INITIATIVES

Old Turnpike Trail. 8 miles. Breezewood to I-76 in Fulton County. Two tunnels, Buchanan State Forest, Oregon Ranger Station (former CCC Camp and P.O.W. Camp), Woodridge Hollow Railroad Culvert, covered bridges. Multiuse. Proposed.

Warriors Ridge Trail. 10 miles. SGL 73 on Tussey Mountain. American Indian history, Warrior's Path Indian Trail, Captain Phillips Rangers Memorial. Link to the Huntingdon and Broad Top Trail. Hiking. Proposed.

Huntingdon and Broad Top Railroad Trail. 19 miles. Everett to Tatesville to Saxton, then into Huntingdon County. Warriors Path State Park, Raystown Branch of the Juniata River, Riddlesburg Coke Ovens, Keystone Foundry and Machine Shop, and Evans Cemetery. Multiuse. Proposed.

Switch Back Trail. 4 miles. Hopewell to Sandy Run. Garlick Mine, high elevation. Links with the old logging railroads in the Wells Valley area of Fulton County. Proposed.

Garlick Mine Trail. 5 miles. SR 1025 to Garlick Mine. Old logging and strip mining access road. Proposed.

Warriors Path Park Trail. 2 miles. Warriors Path State Park, Indian history. Multiuse. Proposed.

Dunning Creek Trail. 10 miles. Reynoldsdale to Bedford. Historic Chalybeate Springs Hotel Bed-and-Breakfast, sheep farm tours with working dog demonstrations. Linkages to Old Bedford Village, Summer Stock Theatre. Multiuse. Proposed.

Oppenheimer Trail. 4 miles. Oppenheimer Run. Link with Dunning Creek Trail. Rail trail. Proposed.

Implertown Road Trail. 3 miles. Implertown Run. Link with the Dunning Creek Trail at Yount. Rail trail. Proposed.

Seven-Mile Trail. 7 miles. Link Bedford, Fort Bedford, Bedford Springs, and Patience.

The Fire Tower Trail. 7 miles. Route 30 at Lakewood Reservoir to Bedford Fairgrounds. Link Lincoln Highway and trails in the region. Hiking. Proposed.

Boone Trail. 2 miles. Bedford Fairgrounds to Kinton Knob Fire Tower. Natural and scenic area. Hiking. Proposed.

Kinton Knob Trail. 1 mile. Fire Tower and Boone Trails to Route 30. Hiking. Proposed.

Water Pipe Trail. 6 miles. Bedford Springs Resort Golf Course to Bedford Sportsman's Club. Natural and scenic area. Hiking. Proposed.

Slag Pile Trail. 6 miles. Bedford Springs Golf Course area. Loop. Hiking. Proposed.

C&O Hook-up Trail. Crystal Spring at the Bedford Springs Hotel to Rainsburg to Mason. Dixon Line at the Maryland Green Ridge State Forest. CCC Camp, first trading post in Bedford County, Hewitt Bridge, Sweet Root Picnic Area, Virgin Forest of the Sweet Root Natural Area, Pine Ridge Natural Area, surveyor's marker on the Mason Dixon Line. Potential linkage with C&O Towpath. Hiking. Proposed.

Sulfur Springs Trail. 6 miles. Sulfur Springs to Herline Covered Bridge near SR 31. Shawnee State Park. Two bed-and-breakfast inns, Coral Caverns, and Gravity Hill. Hiking. Proposed.

Mulligan's Cove Trail. 19 miles. Buffalo Mills to Sulfur Springs. Linkages with other trails nearby. Multiuse. Proposed.

Old Stage Coach Trail. 2 miles. Snufftown to Mulligan Cove Road. Multiuse. Proposed.

Sand Spring Trail. 19 miles. Snufftown to Route 220 below Centerville. Hiking. Proposed.

Eagle Vista Trail. 4.5 miles. Snufftown to Mulligan's Cove Road. SGL 48, scenic crest, piped spring. Hiking. Proposed.

Buffalo Valley Trail. 14 miles. Manns Choice to Hyndman. Railroad history. Rail trail. Proposed.

Sugar Hollow Trail. 1.5 miles. Route 96 and Tiger Valley Road to Route 96 and Tar Water Valley Road. Multiuse. Proposed.

Tar Water Trail. 14 miles. Route 96 and Tar Valley Road loop trail. SGL 104, hog farm. Multiuse. Proposed.

Tiger Valley Trail. 7 miles. Willis Creek at Route 96 loop. Tiger Run, Coughenour Ridge, SGL 104. Multiuse. Proposed.

The Old Mail Trail. 7 miles. Centerville to Hyndman. History of mail delivery by mules. Hiking. Proposed.

Bethel Church Trail. 1.5 miles. Bethel Church off Route 220 to State Line Trail. SGL 48. Hiking. Proposed.

Summit Trail. 2 miles. Route 220 to Little Knoll Trail. Hiking. Proposed.

Steep Face Trail. 1.6 miles. Route 96 to State Line Trail. Hiking. Proposed.

Little Knoll Trail. 2.5 miles. Route 220 south of Centerville. Loop. Hiking. Proposed.

Penn Central RR Trail. 5 miles. Hyndman to Route 96 at Mason Dixon line. Willis Creek, Crooks Mills, B&O Railroad Track. Links with Somerset County and other proposed trails. Covered bridge; railroad history. Rail trail. Proposed.

Cumberland Trail. 4 miles. Route 96 at Palo Alto to Route 96 at Hyndman. Hiking. Proposed.

State Line Trail. 6 miles. Snufftown on Route 220 to Wills Mountain at Mason Dixon Line. Hiking. Proposed.

Old Bedford Village Trail. 3 miles. Ford Bedford Park to Old Bedford Village. Raystown Branch of Juniata River, Bedford Historic District. Potential linkage with Bedford to Everett Railroad Trail. Multiuse. Proposed.

BLAIR COUNTY LAND-BASED INITIATIVES

Lower Trail. From Williamsburg to Alexandria, 11 miles, the theme is "From Canal To Rail To Trail." Remnants of 1830s canal and railroads, Mt. Etna Iron Furnace, limestone quarry. Open.

Juniata Canal Rail Trail. Williamsburg to Hollidaysburg. Extension of Lower Trail. Canoe Creek State Park, river access. Proposed.

New Portage Rail Trail. Hollidaysburg to Allegheny Portage Railroad National Historic Site. Links Lower Trail and Main Line Trail. Proposed.

Roaring Spring Trail. Proposed.

Irvona Branch Rail Trail. Roots to Coalport, crosses into Cambria County. Potential linkage with Logan Valley Electric Trail. Proposed.

Logan Valley Electric (trolley line trail). Altoona to Tyrone. Potential linkage to Irvona Branch Trail.

Tyrone Trail System. Urban trails to link with Tyrone Reservoir Park, Tyrone Historic District, Tyrone Historic Railroad Park, Bud Shuster Intermodal Center, Logan Valley Electric Trail, Native American Trails. Proposed.

CAMBRIA COUNTY LAND-BASED INITIATIVES

Main Line Trail. Allegheny Portage Railroad to Cresson to South Fork. Little Conemaugh River, Tunnelhill. Future linkage with Lower Trail and east-west trail system. Proposed.

Route of the Flood Trail. St. Michael to South Fork to Seven Arch Bridge in Johnstown. Interprets the 1889 Flood, links with east-west trail system. Proposed.

Portage Trail. Portage to Martindale. Links with Mainline Trail. Proposed.

Cambria and Indiana Rail Trail. Ebensburg to Mine 33 to White Mill. Links with Rexis Branch Trail. Proposed.

Southern Cambria County Link Trail. Mineral Point to Mylo Park and at the halfway point it splits off to Nanty Glo. Links with Ghost Town Trail and Route of the Flood Trail.

Ghost Town Trail. Nanty Glo to Dilltown in Indiana County. Along Blacklick Creek, ghost towns, Eliza Iron Furnace, future extensions east and west. Open.

Conemaugh Greenway. Johnstown to Seward and west to Saltsburg. Conemaugh River, Conemaugh Gorge, linkages with Route of the Flood Trail, Indiana County trail system. Proposed.

Johnstown Saddle Club Trails Network. Equestrian trail system. Open.

Jim Mayer Riverswalk Trail. 1.2 miles. Urban rail trail in Johnstown along Stonycreek River. Linkage potential with Sculpture Trail and Conemaugh Greenway. Open.

James Wolfe Sculpture Trail. 1 mile. Along Stonycreek River at Inclined Plane. Linkage potential with Conemaugh Greenway. Open.

Stackhouse Park Trails. Johnstown. CCC structures. Open.

Cambria Heights to Hinkstown Dam. Views of Johnstown. Proposed.

Prince Gallitzin Trails Network. Three spokes: Prince Gallitzin State Park to Patton Trail, to Dimeling, and to Bellwood. Proposed.

Lost Mountain Trail Extension to Prince Gallitzin State Park. SGL 184 to SGL 158 Fire Tower, linking Prince Gallitzin and Black Moshannon State Parks. Hiking and conservation along the Allegheny Front. Proposed.

Allegheny Mountain Trail. Blue Knob State Park to SGL 184. With the Lost Mountain Trail, will form a major link along the interstate (West Virginia, Maryland, Pennsylvania, New York) Allegheny Front Trail System. Proposed.

Irvona Branch Rail Trail. Coalport to Roots. Proposed.

Kittanning Trail. Old Indian path traversing east-west. Open in parts.

FAYETTE COUNTY LAND-BASED INITIATIVES

Youghiogheny River Trail. 43 miles. South Section: Confluence to Connellsville. North Section: Connellsville to McKeesport. Rail trail along Yough River. View of rafters, kayakers, tubers, and canoeists. Numerous side trails, high bridge, boat takeouts. Future linkage to Pittsburgh, Allegheny Highlands Trail and C&O Towpath. Proposed and open sections.

Indian Creek Valley Rail Trail. 5 miles. Champion to Indian Head. Potential linkage to Yough Trail. Rail trail. Open.

Overholt Trail. Adelaide to Scottdale. Rail trail. Links with Yough Trail. Proposed.

Dawson to Vanderbilt Trail. Links with Yough Trail. Proposed.

Washington Grist Mill Trail. Grist Mill. Links with Yough Trail. Proposed.

FM&P Rail Trail. Rail with trail: South Connellsville to Fairchance. Rail trail: Fairchance to Point Marion. Tunnel, parallels Cheat River for 4 miles. Linkage with Yough Trail. Proposed.

Uniontown Heritage Trail. Rail trail circumvents Uniontown. Interprets coal and coke industry, National Road, downtown walking tour. Proposed.

Brown's Run Trail. Smithfield to Shoaf to Ronco on the Monongahela River. Rail trail, coke ovens. Link to FM&P Trail. Proposed.

Redstone Creek Rail Trail. Brownsville to Uniontown. Rail trail, National Road. Link to FM&P Trail. Proposed.

Dunlap Creek Rail Trail. Brownsville to Leckrone. Rail trail, National Road. Link to Brown's Run Trail. Proposed.

Luzerne Park Trails. Brownsville. Open.

Quebec Run Trail. Forbes State Forest. Open.

FULTON COUNTY LAND-BASED INITIATIVES

Tuscarora Big Blue Trail. 90 miles total. Hiking trail along eastern county line. Links to Maryland and West Virginia. SGL 124; Cowans Gap, Colonel Denning, and Fowlers Hollow State Parks; Tuscarora and Buchanan State Forests. Scenic views, watchable wildlife. Open.

Reichly Brothers Rail Trail. Oregon CCC Camp, logging. Potential linkage with South Penn Railroad and Old Turnpike Trail. Proposed.

Carl Jarrett Trail. Meadow Grounds. Open.

Sideling Hill Trail. Along the crest of Sideling Hill Mountain. SGL 49 and 65, Buchanan State Forest. Proposed.

Forbes Road Historic Trail. 29 miles. Open.

Old Turnpike Trail. 14 miles. Buchanan State Forest, Sideling Hill Mountain. Proposed.

Cowans Gap State Park Trails. There are a number of attractive and well maintained trails open for use in the park.

HUNTINGDON COUNTY LAND-BASED INITIATIVES

Lower Trail. 11 miles. Williamsburg to Alexandria, crosses into Blair County. Iron furnaces, canal remnants, Alexandria Historic District. Open.

Lower Trail Extension. 5 miles. Alexandria to Petersburg. Juniata River, canal remnants. Rail trail. Proposed.

PRR Trail. 19 miles. Petersburg to Huntingdon to Mt. Union. Juniata River, Rothrock State Forest, active main line railroad. Visionary rail with trail.

Warrior Ridge Trail. 7 miles. Alexandria to Huntingdon. Warrior Ridge, Juniata Iron Works, Juniata River, Neff's Bridge, Pulpit Rocks NHL. Follows old Cambria, Huntingdon, Indiana Turnpike. Former canal and rail route. Linkage with Lower Trail. Hiking. Proposed.

Smithfield Trail. 1 mile. Huntingdon 4th St. to State Correction Institute (SCI). Juniata River, old canal, and railroad route. Link with Huntingdon Trail. Multiuse. Proposed.

Huntingdon Trail. 1 mile. Huntingdon 4th St. to Portstown / Smithfield. Link Portstown Park with historic district and Smithfield Trail. Historic district. Conrail rail with trail. Visionary.

Lions Back Trail. 1 mile. Huntingdon. Flagpole Hill behind hospital, across Lions Back to Peace Chapel. Hiking. Open.

Blair Trail. 3 miles. Blair Park to Blacks Bridge (PA 26). Improvements and extension. Stone Creek, Valley Rural Electric. Proposed.

Mid-State Trail. 47 miles in county. Water Street N.E. to West Rim Trail (N. of Blackwell). Links with Greenwood Spur and Link Trail. Hiking. Open.

Mid-State Trail Extension. 32 miles in county. Water Street S. to Lake Raystown and Bedford County. Tussey Mountain, SGL 118 and 73, views of Raystown Lake. Potential linkage with Lower Trail, Bedford County extension to the C&O Towpath. Hiking. Proposed.

Link Trail. 68 miles. Greenwood Furnace to Cowans Gap State Park. Charcoal flats, Appalachian Range, Rothrock & Buchanan State Forests. Links Mid State and Tuscarora Trails. Hiking. Open.

Terrace Mountain Trail. 18 miles. Saxton to Trough Creek State Park to Bum Road. Rothrock State Forest. Hiking. Open.

Terrace Mountain Trail Extension. 12 miles. Bum Road to Dam to River Point Access. Rothrock State Forest, Raystown Lake, Raystown Dam, hydropower station, wetlands. Link to Juniata River. Hiking. Open.

Loggers Trail. 3 miles. Susquehannock Campground to Seven Points. Raystown Lake, forest industry. Hiking. Open.

Hillside Nature Trail

Jackson Trail. 3 miles. From Jo Hays Vista to Mid-State Trail. Crest of Tussey Ridge, Shaver's Creek Valley, Rothrock State Forest. Links two segments of the Mid State Trail. Hiking. Open.

One Thousand Steps Trail. 1 mile. Jacks Narrows at base to old engine house at top of Jack's Mountain. Juniata River, water gap, ganister quarrying, brickmaking. Preserve and restore historic trail. Proposed.

Greenwood Spur Trail. 5 miles. Greenwood Furnace to Alan Seeger Natural Area. Links with Mid State and Link Trails. Hiking. Open.

Colliers Trail. Greenwood Furnace State Park. Hiking. Proposed.

Harry's Valley Trail. 17 miles. Barree to Stone Valley Recreational Area. Use existing forest roads. Rothrock State Forest. Link with Mid State Trail. Multiuse. Proposed.

Huntingdon and Broad Top Railroad Trail (H&BT). 8 miles. Saxton to Broad Top City. Follows county heritage tour route. Potential linkage to Robertsdale. Coal mining, coke ovens. Rail trail. Proposed.

EBT Extension. 8 miles. Orbisonia to Robertsdale to Wood. Historic narrow gauge RR. Potential linkage with H&BT Trail.

INDIANA COUNTY LAND-BASED INITIATIVES

Ghost Town Trail. Nanty Glo to Dilltown. Blacklick Creek, AMD, ghost towns, iron-making, lumbering, railroading, watchable wildlife. Rail trail. Open.

Ghost Town Trail Future Extension. 20 miles. Dilltown to Black Lick. Blacklick Creek, ghost town of Claghorn, Buena Vista Iron Furnace, site of Josephine Blast Furnace, SGL 276. Interpret changes in iron furnace technology throughout corridor. Rail trail (still active). Proposed.

Rexis Branch. Vintondale to Rt. 422. Rail trail. Open.

Rexis Branch Extension. 20 miles. Route 422 to Manver Station. Mining towns, abandoned mines, strip mines, impacts on environment. Rail trail. Proposed.

Vision Trail. 20 miles. 1-Manver Station to Clymer to Indiana. 2-Manver Station to Heilwood. Two Lick Creek, Two Lick Reservoir, Sample Run, Indiana County airport, SGL 248, deep mine openings. Multiuse. Proposed.

Clymer Trail. Dixonville to Clymer. Rail trail. Proposed.

Creekside Extension. 6 miles. Creekside to Indiana. Blue Spruce County Park, mining town of Ernest. Rail trail (line still active). Proposed.

Indiana - Homer City Pedestrian / Bikeway. 5 miles. Homer City Power Plant within view. Link with Rt. 119 greenway and creekside extension. Multiuse. Proposed.

Route 119 Greenway. 13 miles. Homer City to Blairsville. Homer City Power Plant, Graceton coke ovens, Blacklick Creek, Chestnut Ridge. Multiuse. Proposed.

Yellow Creek Trail. 8 miles. Homer City to Yellow Creek State Park. Ewings Mill, fishing in Yellow Creek. Link with Homer City - Indiana Ped / Bikeway and Rt. 119 greenway. Multiuse. Proposed.

Conemaugh River Greenway. 50 miles. Seward to Saltsburg. Preserves and interprets the old Pennsylvania Main Line Canal corridor and succeeding railroading. Incorporates the Trail of Transportation. Boat access. Multiuse. Proposed.

Cush Creek Trail. Glen Campbell to Mahaffey. Rail trail. Proposed.

Bear Run Trail. Cloe to McGees Mills. Rail trail. Proposed.

10 Mile Trail. 10 miles. Jacksonville to Jackson Mine. Mining towns, bony piles, impact of coal mining on environment. Link to Path of Progress. Multiuse. Proposed.

Shelocta to Clarksville Rail Trail. 15 miles. Link with Path of Progress. Rail trail. Proposed.

Sagamore to Juneau Rail Trail. 27 miles. McCormick Mansion, Amish farm country, Mahoning Creek, old mining towns, Keystone Lake, Bullfrog Campground. Potential link with Baker Trail and Great Shamokin Rail Trail to Allegheny River. Proposed.

Baker Trail. 15 miles in county. Near western Indiana County line. Hiking. Open.

SOMERSET COUNTY LAND-BASED INITIATIVES

Allegheny Highlands Trail. 60 miles. Mason-Dixon Line to Meyersdale to Rockwood to Confluence. Rail trail along the Casselman River, railroad depots, coal mining remnants. Link to Yough Trail and C&O Towpath (Pittsburgh to Washington, D.C.). Rail trail. Proposed and open in sections.

Youghiogheny River Trail. 6 miles in county. Link to Allegheny Highlands Trail and Laurel Highlands Trail. Rail trail. Proposed and open in sections.

PW&S Railroad Bike Trails. 33 miles. Laurel Hill State Park Complex. Majority is in

Westmoreland County. Linkage with Lincoln Highway State Heritage Park. Transportation, conservation, and natural resources themes. Mountain biking. Open.

Laurel Highlands Hiking Trail. 70 miles. Ohiopyle State Park to Seward. Laurel Mountain, Conemaugh Gorge. Links with Lincoln Highway Heritage Park, Seven Springs Ski Resort, Yough Trail. Hiking. Open.

Blue Lick Creek Trail. 3 miles. Salisbury Junction to Berkleys Mill. Link Meyersdale to Maple Valley Park, Meyersdale viaduct, Allegheny Highlands Trail. Multiuse. Proposed.

Buffalo Creek Trail. 7 miles. Garrett to Berlin. Link to Allegheny Highlands Trail. Multiuse. Proposed.

Jenner-Lincoln Hiking Biking Trail. 11 miles. Enoch to Ferrellton. Boswell Historic District, mining towns, Somerset Historical Center. Link with Path of Progress. Multiuse. Proposed.

Quemahoning Hiking/Biking Trail. 2.5 miles. Boswell Borough to Rt. 219. Former path of coal trains exiting the Boswell and Jenners mines. Follows Quemahoning Creek through remote region. Boswell Historic District. Link with Jenner-Lincoln Trail. Rail trail. Proposed.

■ Motorized Trails

- Forbes State Forest snowmobiling trails. 70 miles. Laurel Ridge, Laurel Hill, and Kooser State Parks. Open.

■ Ski Trails

- Each state park in the county has ski trails
- Hidden Valley Ski Resort trails
- Seven Springs Ski Resort trails
- Pipeline Ski Trails
 - parallel to Laurel Highlands Trail
- Davidsonville Streetcar/Trolley Trail. Jerome to Kelso, this trail could link to the Jim Mayer Riverswalk Trail in Cambria County. Multiuse. Proposed.

WESTMORELAND COUNTY LAND-BASED INITIATIVES

Youghiogheny River Trail. North section-Connellsville to McKeesport. Rail trail. Open.

PW&S Railroad Bike Trail. 41 miles. Laurel Hill State Park Complex, state forest, logging railroad remnants. Logging railroad history, resource exploitation for industrialization, contemporary stewardship of natural resources. Mountain bike. Proposed and open sections.

Loyalhanna Creekside Trail. 3 miles. Latrobe to Rt. 982. Legion-Keener Park, Monroe Street Neighborhood Park, Loyalhanna Creek. Heavy industry, greenbelt. Multiuse. Open.

Loyalhanna Trail Extension. Saltsburg to Latrobe. Route 982 to PW&S Trail. Proposed.

Loyalhanna Nature Trail. 1 mile. US Route 30 at Walnut Street in Ligonier. Loyalhanna Creek, Lincoln Highway corridor, swinging footbridge, self-guided interpretive loop trail, floodplain ecology, fishing. Multiuse. Open.

Indian Creek Valley Rail Trail. 5 miles. Kregar to Champion. Multiuse. Proposed.

Conemaugh River Greenway Trail. 50 miles. Seward to Saltsburg. Preserves and interprets the old Pennsylvania Main Line Canal corridor and succeeding railroading. Boat access. Multiuse. Proposed.

Sewickley Creek Watershed Trails Network. 60 miles total. Proposed.

Mammoth Trail (Youngwood to Mammoth Park). 7 miles. Conrail Park, Youngwood History and Railroad Museum, Westmoreland Community College, coke ovens, wetlands, watchable wildlife. Rail trail.

Five Star Trail (Greensburg to Youngwood to New Stanton). 6 miles. Conrail Park, Youngwood History and Railroad Museum, Youngwood Community Park and Pool, New Stanton Park. Rail trail (line still active).

Carpentertown Trail (Youngwood to Carpentertown).

Marguerite Trail (Norvelt to Marguerite).

Little Sewickley Creek Trail (Greensburg to Gratztown near Youghiogheny River Trail).

Big Sewickley Creek Trail (Youngwood to Gratztown near the Youghiogheny River Trail). 16 miles. Belles Mills Covered Bridge, crossing of Braddocks Trail, Markle Plantation, Pawpaw Grove, Alum Rocks. Multiuse.

West Point Trail (Youngwood to West Point).

Mt. Pleasant Trail (Hunker to Mt. Pleasant to Scottdale).

Overholt Trail. Broadford to Scottdale.

Saltsburg to Export to Trafford Rail Trail.

Tinker's Run Community Trail. Irwin to North Huntingdon Township.

Forbes Trail.

Braddock's Crossing Trail. Madison to Braddock Crossing Trail Park near McKeesport.

BEDFORD COUNTY WATER-BASED INITIATIVES

Shawnee Lake. A small but pretty lake located near Schellsburg, it is good for canoeing and fishing.

Raystown Branch of the Juniata River. A scenic river that is navigable from east of Everett north to Warriors Path State Park and into Lake Raystown, it offers a pleasant flatwater paddle with many access points. There are many pleasant day trips available offering a look at the local heritage including Fort Bedford, Juniata Crossing, and the town of Everett, the scene of early conflicts between European settlers and Native Americans in this area. Fishing and swimming additional incentives.

Dunning Creek. This is a small creek that is runnable only during periods of high water.

BLAIR COUNTY WATER-BASED INITIATIVES

Frankstown Branch of the Juniata River. Flowing out of Canoe Creek State Park, and runnable during the spring, the Frankstown Branch is primarily flatwater with some riffles. Good opportunities for paddlers that feel comfortable in moving water.

CAMBRIA COUNTY WATER-BASED INITIATIVES

Conemaugh River. Great scenery of the Conemaugh Gap, this is primarily a class I stream with some class II whitewater.

South Fork of the Little Conemaugh (Beaverdale to South Fork). Navigable during spring runoff, this river is famous because it is the river impounded to form Lake Conemaugh which subsequently burst its dam during the Great Johnstown Flood of 1889. This stream offers class III whitewater below the Flood Memorial dam, and allows the paddler access to a perspective on the flood disaster that is not available to the land-based visitors.

North Fork of the Little Conemaugh (Wilmore to Summerhill). Primarily flatwater, this attractive stream is runnable only through March or early April.

Glendale Lake. A pretty mountain lake in a rural setting of northern Cambria county, it suffers from overcrowding, but solitude is available to seekers.

Stonycreek River. The Stonycreek in Cambria County is primarily flatwater with some class I and II rapids. The run from the Riverside Bridge to the Incline Plane is relatively easy and provides an interesting paddle through Johnstown. Runnable through early to mid May.

FAYETTE COUNTY WATER-BASED INITIATIVES

Monongahela River. Flowing along the western edge of Fayette County from the confluence with the Cheat River at Point Marion north to Belle Vernon, the Monongahela is a large river from which the industrial history of western Pennsylvania is apparent. Runnable year-round, river locks, huge barges, powerboats, and potentially fatal low head dams require detailed trip planning. Known as *an amazing river experience*.

Youghiogheny River Reservoir. The Corps of Engineers dam has created a lake popular with powerboaters, with many cabins along the banks. There are many access points with fishing as an added opportunity.

Youghiogheny River

Middle Youghiogheny (Confluence to Ohiopyle). The river flows out of the Youghiogheny dam and is soon joined by the Casselman River. Primarily class II, escalating to class III at high water. It is a good river for intermediate paddlers to develop their whitewater skills. Local paddling schools and rentals are available as well as a parallel bicycle trail that runs to Ohiopyle and beyond.

Lower Youghiogheny (Ohiopyle below the falls to Bruner Run). One of the most popular whitewater rivers in the United States, with a quota system for rafts and hardboaters as well as a mandatory shuttling in the summer months. Expect class III+ with class IV at high water.

Bottom Youghiogheny (Bruner Run to Whitset). Primarily a rural flatwater class I-II river, a portage is required around the dam in South Connellsville. The river is easy, the scenery pleasant, and the fishing excellent.

HUNTINGDON COUNTY WATER-BASED INITIATIVES

Little Juniata River. From Tyrone to Petersburg.

Frankstown Branch of the Juniata River. From Frankstown to Petersburg. Passes through Alexandria's Historic District.

Raystown Branch of the Juniata River. From the Raystown Lake dam to Ardenheim at the Juniata.

Juniata River. This is a slow flowing river that provides good touring opportunities for flat water paddlers. There are many access points on the river and are a variety of day trips. There is sufficient flow downstream of Huntingdon for year-round canoeing. Passes through Huntingdon Historic District.

Lake Raystown. This is a large, heavily used lake, that is home to many fishermen and powerboat enthusiasts. It is managed by the Corps of Engineers and is surrounded by scenic public lands. Off season paddling will yield the solitude most paddlers desire.

INDIANA COUNTY WATER-BASED INITIATIVES

Yellow Creek Lake (Dam to Rte. 954 or Homer City). Provides opportunities for both sailing and canoeing. Yellow Creek is a small class II whitewater stream offering exceptional scenery, including tall stands of hemlock.

The Conemaugh River (Conemaugh Dam to Saltsburg or Bolivar/Robinson to Blairsville). The Conemaugh offers good year-round, primarily flatwater canoeing from the Conemaugh Dam to Saltsburg. Scenery is good especially in Packsaddle Gap; water quality is fair. Future development of boating opportunities depend on the development of access points currently being studied by both the Game and Fish Commissions.

Black Lick Creek (Heshbon to Josephine). This is a challenging, class III-IV whitewater run, especially in high water. Water quality is poor. The North and South Branches of the Black Lick are small class II-III+ whitewater streams

that can be run in spring or after heavy rain. The Ghost Town Trail parallels the North and South Branches.

Little Mahoning Creek (Rte. 119 Bridge to the Forks Junction). This class I canoeing stream offers a wilderness experience when not done in trout season.

Two Lick Creek (Route 954 bridge "Waterworks" to Homer City). A nice stream offering class II waves. A bald eagle was spotted during a spring 1994 trip.

Crooked Creek (Creekside to Shelocta). A class I canoeing stream, it passes under a covered bridge near Yarnick's Farm.

Hemlock Lake. This is a scenic 60-acre lake that offers sailing and other boating.

SOMERSET COUNTY WATER-BASED INITIATIVES

Casselman River. In the spring of 1993, unusually high spring runoff leached mine acid out of long abandoned coal mines, and sent it into the Casselman, destroying aquatic life, and threatening fish populations. The river is still a pleasant, primarily rural river with flatwater in its upper sections and class II-III whitewater in the sections below Rockwood. Best run in the spring or after a heavy rain. Annual races.

Laurel Hill Creek (Whipkey Dam to Ursina). This is a good run for intermediate boaters on one of the prettiest streams in the region. Allow time to scout rapids of this whitewater stream and enjoy the scenery. There are some challenging rapids in the middle section, and the river breaks up into many small channels near Ursina.

Stonycreek River. The Stony is one of the premier whitewater rivers in the region. Its reputation among whitewater boaters ranges from New England to the Carolinas and well into the Midwest. All sections are best run in the winter and the spring or after a heavy rain.

Top Stony (Shanksville to Kanter). This is an extremely steep, class IV creek with many hazards. This section is extremely dangerous,

offering excitement for advanced boaters who take time to scout the rapids.

Middle Stony (Hooversville to Hollsopple). Advanced beginners can develop river skills on this section which offers straightforward class II rapids at high water.

Stony Canyon. The canyon is similar in nature and difficulty to the Lower Yough. It is a technical class III-IV stream with confused channels, lots of pourovers, and great whitewater excitement for boaters with the skills and equipment to handle it.

Shade Creek. Slightly less technical than the Stony Canyon, the Shade is longer but less accessible.

Dark Shade Creek. This is almost continuous class IV-V whitewater for the most advanced whitewater paddlers.

Clear Shade Creek. Starts as flatwater in the highlands near the John P. Saylor hiking trail, increasing to class III water near the confluence with Shade Creek.

WESTMORELAND COUNTY WATER-BASED INITIATIVES

Loyalhanna Creek (Ligonier or Darlington to Kingston Dam). A class II stream, it is a popular stream with canoeists and kayakers, especially in early spring. The Loyalhanna is stocked with trout and offers good scenery.

Loyalhanna Lake. A self-guided interpretive water trail is available for canoeists and small powerboaters. The trail has 15 stations and focuses on a variety of topics concerning the lake, including plant and animal life.

Conemaugh River.

Kiskiminetas River.

Monongahela River.

REGIONAL RAIL EXCURSION AND TROLLEY OPPORTUNITIES

Cambria and Indiana Railroad. The C&I operates on 33 miles between Ebensburg and Colver built primarily to haul coal. It interchanges at Ebensburg with Conrail. This line hauled heavy coal trains, up to 10,000 tons, until recently and has a physical plant in excellent condition. Extant shop facilities are located in Colver, affording the opportunity to house and maintain the locomotives and rolling stock. The line is scenic — operating generally on top of the Allegheny Ridge. There is excellent access to existing US Routes 22 and 219 at Ebensburg. It is estimated that the cost to acquire the right-of-way and related structures and property will require a capital outlay of \$20 to \$30 million. C&I has recently shut down operations and may be filing for abandonment. Both rail excursion and rail trail advocates will be well advised to monitor this situation closely.

Everett Railroad. The Everett Railroad operates a short line in Blair and Bedford Counties. The railroad operates from an interchange with Conrail at Roaring Spring. The Everett Railroad is attempting to secure additional trackage from Conrail. The Everett will then operate from Hollidaysburg to the end of track at Curryville and Sproul. If successful in acquiring this additional trackage, the Everett will be an excellent candidate for regular excursions. The line will access the Canal Basin Park in Hollidaysburg and could operate to the recently restored Roaring Spring train station. The length of run, about 12 to 15 miles, is ideal for an excursion train operation.

CSX Transportation Line from Rockwood to Johnstown. Built to haul coal, coke and finished steel to and from the Johnstown steel mills, this line is presently seeing marginal operation. Should CSX consider abandonment, this line could then provide the basis to a rail trail operation, or potentially a combined excursion train with adjacent trail use. A possible multimodal package could be available to visitors. Passengers could access Rockwood via Amtrak or the completed rail trail from Pittsburgh or Washington, or ride the excursion train to Johnstown. After visiting Johnstown sites, reboard a train to Philadelphia, Washington, or Pittsburgh. The operation of

this line should be closely monitored to see if, and when, CSX applies for abandonment. The Hopsopple Historical Building, Inc., is currently in the process of restoring the train station at Hopsopple. They have initiated discussion with CSX about a possible weekend excursion opportunity along the Stonycreek River from Benson to Johnstown in which to interpret the importance of the corridor to the development of the region.

East Broad Top Railroad. Originally a line of 30+ miles, this narrow gauge railroad is the best example of a preserved transportation corridor and landscape east of the Rocky Mountains. Currently under intense study, this line should be preserved and redeveloped \$30 million has been included in the FY 1995 — Pennsylvania capital budget for acquisition and development of the EBT. The present excursion operates two days a week over 6 miles of line. 1910-era steam locomotives pull a consist of historic equipment. The railroad and its adjacent ridgelines are also being studied for inclusion in the State Heritage Parks Program.

Nittany and Bald Eagle Railroad. Existing operation connecting Tyrone with Bellefonte and Lemont.

Conrail Irvona Secondary. Branch line operating from Cresson north approximately 20 miles to Flinton. Heavy rail and well

maintained for coal trains — seeing a decrease in traffic and might soon be abandoned. Line has good access to major highway and is close to Horseshoe Curve and Seldom Seen Mine.

Conemaugh & Black Lick. Operation of several miles served Johnstown steel mills. Generally not scenic but could be developed as a heritage excursion to take visitors past steel mills.

Buffalo and Pittsburgh Railroad. Several branches of the B&P operate in Indiana County and are approved for abandonment. Need to pursue dialogue with B&P Railroad for purchase.

FM&P Branch of the B&O. This corridor, from Smithfield to Connellsville in Fayette County, was recently acquired by the state from CSX.

REGIONAL TROLLEY OPPORTUNITIES

Windber to Sidman Trolley. Supported by Eureka Coal Heritage Center.

Cambria Iron Works to Downtown Johnstown Trolley. Johnstown Area Heritage Association is initiating this proposal to interpret the Cambria Iron Works.

Appendix C: Contacts

NATIONAL CONSERVATION ORGANIZATIONS

Adventure Cycling Association
150 E. Pine St.
Missoula, MT 59802
(406) 721-1776

American Farmland Trust
1920 N St. N.W., Suite 400
Washington, DC 2003
(202) 659-5170

American Forestry Association
19425 Gunpowder Rd.
Millers, MD 21107
(410) 374-9166

American Hiking Society
1776 Massachusetts Ave. N.W.
Washington, D.C. 20036
(202) 833-8229

American Horse Council, Inc.
1700 K St. N.W.
Washington, D.C. 20006-3805
(202) 296-4031

America Outdoors
13610 Cicero Ave.
Midlothian, IL 60445
(708) 597-0355

American Trails
701 Ivanhoe
Denver, CO 80220
(303) 321-3676

American Whitewater Affiliation
P.O. Box 85
Phoenicia, NY 12464
(914) 688-5569

Backroads
1516 5th St.
Berkeley, CA 94710
(510) 527-1555

Bicycle Action Project
948 North Alabama
Department P
Indianapolis, IN 94602
(317) 631-1326

Bicycle Federation of America
1506 21st St. N.W.
Washington, D.C. 20036
(202) 463-6622

The Conservation Fund
1800 N. Kent St.
Arlington, VA 22209
(703) 525-6300

Greenways for America
1800 N. Kent St., Suite 1120
Arlington, VA 22209
(703) 525-6300

Land Trust Alliance
900 17th St. N.W., Suite 410
Washington, DC 20006-2596
(202) 785-1410

League of American Wheelmen
6707 Whitestone Rd., Suite 209
Baltimore, MD 21207
(301) 944-3399

National Audubon Society
666 Pennsylvania Ave. S.E.
Washington, D.C. 20003
(202) 547-9009

National Recreation & Park Association
2775 S. Quincy St., Suite 300
Arlington, VA 22206
(703) 820-4940

National Trails Foundation
1446 Glenmoor Way
San Jose, CA 95129
(408) 446-4584

National Wildlife Federation
21 S.W. Morrison St., # 512
Portland, OR 97205
(503) 222-1429

The Nature Conservancy
1815 N. Lynn St.
Arlington, VA 22209

Rails-to-Trails Conservancy
1400 Sixteenth Street, N.W.,
Suite 300
Washington, D.C. 20036
(202) 797-5400

Student Conservation Association
3429 Fremont Pl. N # 315
Seattle, WA 98103
(206) 547-7380

The Wilderness Society
116 New Montgomery
San Francisco, CA 94105
(415) 541-9144

Walking Club Alliance
9-11 Harcourt Street
Boston, MA 02116

REGIONAL CONSERVATION ORGANIZATIONS

Rail Trails

Rails-to-Trails Conservancy of Pennsylvania
Tom Sexton, President
105 Locust Street
Harrisburg, PA 17101
(717) 238-1717

Armstrong Rails-to-Trails Assoc.
Norman Karp
222 Market St., P.O. Box 777
Kittanning, PA 16201
(412) 543-4307

Cambria & Indiana Trail Council
Laurie Lafontaine
RD 3, Box 74, Airport Road
Indiana, PA 15701
(412) 349-5171

Clearfield County Rail Trail Assoc.
Fred Ammerman, President
310 E. Cherry St.
Clearfield, PA 16830
(814) 765-7411

Friends of the Riverfront
Three Rivers Heritage Trail
John Stephen
1501 Reedsdale Street, Suite 4
Pittsburgh, PA 15212
(412) 231-0754

Harmony Trail Council
Charles & Sally Martin
(412) 935-3613

Houtzdale Line
(Clearfield Co.)
Dennis Kasubick, Chair
(814) 378-7817

Montour Trail Council
Bill Metzger
341 Beading Rd.
Pittsburgh, PA 15228
(412) 341-9387

Mon/Yough Trail Council
Mike Druga, President
P.O. Box 14
McKeesport, PA 15135
(412) 754-0689

Rails-to-Trails of Blair County, Inc.
c/o Palmer Brown, Project Mgr.
Lower Trail Office
221 High St.
Williamsburg, PA 16693
(814) 832-2400

Regional Trail Corporation
Robert McKinley, Manager
P.O. Box 95
West Newton, PA 15089
(412) 872-5586

Somerset Co. Rails-to-Trails Assoc.
Hank Parke
829 N. Center Av
Somerset, PA 15501
(814) 445-6431

Downtown West Newton, Inc.
Yough Trail Committee
Ralph Sprague, President
P.O. Box 56, 301 E. Main St.
West Newton, PA 15089
(412) 872-0100

Tri-County Rail Trail Association
George Miller, President
(814) 265-0435

Yough River Trail Council
P.O. Box 765
Connellsville, PA 15425
(412) 626-5994

PW & S Trails
Lysle Sherwin, President
P.O. Box 561
Ligonier, PA 15688
(412) 238-7560

Equestrians

Fort Armstrong Horsemen Assoc.
RD 6, Box 279G
Kittanning, PA 16201

Greater Johnstown Saddle Club
Kim and Blaise Pesarchic
1833 Frankstown Rd.
Johnstown, PA 15902
(814) 535-7167

Fayette County Horseowners Assoc.
c/o Ron Gallo
Rd # 2
Dunbar, PA

Pennsylvania Equine Council, Inc.
P.O. Box 238
Noxen, PA 18636-0238
Westmoreland Horsemen
1222 10th Ave.
Irwin, PA 15642

Offroad Vehicles

Keystone Off-Road Riders, Inc.
Rick Ott, President
123 Hoffman Dr.
Johnstown, PA 15904-2710
(814) 266-6735

Three Rivers Competition Riders
RD 1, Box 179
Jeannette, PA 15644

Pittsburgh Off-Road Cyclists
Karl Rosengarth
387 Plum Street, 2nd Floor
Oakmont, PA 15139

Paddling Clubs

Benscreek Canoe Club
Mike Burk
RD 1, Box 303
Sidman, PA 15955
(814) 487-7588

Keystone River Runners
Don Frew
RD 6, P.O. Box 359
Indiana, PA 15701

Three Rivers Paddling Club
1220 Martin Avenue
New Kensington, PA 15068

Raystown Canoe Club
George England
P.O. Box 112
Everett, PA 15537
(814) 652-5014

Bike Clubs

United Mountain Bike Club
100 Queens Row, RD 2
Windber, PA 15963

Western PA Wheelmen
George Schmidt, President
6439 Landview Road
Pittsburgh, PA 15217

Rail Excursions

Altoona Railroader's Memorial Museum
Peter Barton
1300 9th Avenue
Altoona, PA 16602
(814) 946-0834

Pittsburgh Transportation Museum Society
P.O. Box 2383
Pittsburgh, PA 15230

WATERSHED ASSOCIATIONS

PA Organization for Watersheds
(POWR)
P.O. Box 765
Harrisburg, PA 17108-0765
(717) 236-8825

Blacklegs W/S Assoc.
Mike Duffalo
P.O. Box 351
Indiana, PA 15701
(412) 349-6640

Blacklick Creek W/S Assoc.
James Lafontaine
RR 3, Box 74
Indiana, PA 15701
(412) 349-5171

Casselman River W/S Assoc.
Roger Latuch
RD 1
Somerset, PA 15501
(814) 443-3237

Laurel Hill Creek W/S Assoc.
Jim Moses
RD 3, Box 138
Rockwood, PA 15557
(814) 926-2318

Loyalhanna W/S Assoc.
Lysle Sherwin, Exec. Dir.
114 S. Market St.
Box 561
Ligonier, PA 15658
(412) 238-7560

Roaring Run W/S Assoc.
Robert Knepshield
P.O. Box 40
Spring Church, PA 15686
(412) 478-1223

Sewickley Creek W/S Assoc.
Dale Wiseman
17 S. Sixth St.
Youngwood, PA 15697
(412) 925-6925

Turtle Creek W/S Assoc.
Craig Toal
700 Braddock Ave.
East Pittsburgh, PA 15112
(412) 829-5042

ENVIRONMENTAL ORGANIZATIONS

Stonycreek River Improvement
Project (SCRIP)
P.O. Box 153
Johnstown, PA 15907

PA CleanWays
Sue Wiseman
RD 11, Box 631
Greensburg, PA 15601
(412) 925-9653

Sierra Club, Headwaters Group
Lou Will, Conservation Chair
413 Yeoman St.
Johnstown, PA 15906-2840
(814) 536-0255

Laurel Hill Forum
Mabon Lichtenfels, Chair
2 Craighead Dr.
Hidden Valley, PA 15502
(814) 443-6454
Bob Huffman, Secretary
Laurel Hill State Park
(814) 445-7725

Shavers Creek Environmental Center
Corky Potter (814) 667-3424

Audubon Society Chapters
Juniata Valley – David Kyler (814) 643-6030
Allegheny Plateau – Tim Fox (814) 495-5204
Mountaineer – Alan Clark (412) 437-2524
Pennsylvania Chapter – (717) 763-4985

HERITAGE PRESERVATION

Allegheny Ridge State Heritage Park
PA Heritage Parks Assoc.
Stan Over
P.O. Box 565, 105 Zee Plaza
Hollidaysburg, PA 16648
(814) 696-9380

Johnstown Area Heritage Association
Richard Burkert
201 Sixth Ave.
Johnstown, PA 15906
(814) 539-1889

Lincoln Hwy. Heritage Park Corridor
Bedford County Planning Commission
203 S. Juliana St.
Bedford, PA 15522
(814) 623-4827

National Road Heritage Park of PA
Robert Grenoble
61 E. Main St.
Uniontown, PA 15401
(412) 430-1210

Southwestern PA Heritage Preservation
Commission
105 Zee Plaza, PO Box 565
Hollidaysburg, PA 16648
(814) 696-9380

Steel Industry Heritage Corp.
338 E. 9th Ave, 1st Floor
Homestead, PA 15120
(412) 464-4020

Central PA Native American Foundation
Edward Hale
RD 1, Box 513B
Warrior's Mark, PA 16877
(814) 632-6811

CONSERVANCIES

Allegheny Valley Land Trust
P.O. Box 777
222 Market St.
Kittanning, PA 16201
(412) 543-4478

Cambria County Conservation & Recreation
Authority
1334 Franklin St.
Johnstown, PA 15905
(814) 536-6615

Conemaugh Valley Conservancy
Harold Jenkins
1334 Franklin Street
Johnstown, PA 15905
(814) 536-6615

Headwaters Charitable Trust
Headwaters RC&D
Janie French
650 Leonard St.
Clearfield, PA 16830
(814) 765-4612

Penn's Corner Charitable Trust
Penn's Corner RC&D
Nevin Ulery
RR 12, Box 202-C
Greensburg, PA 15601-9217
(412) 834-9063

Southern Alleghenies Conservancy
Southern Alleghenies RC&D
Ron Donlan
702 W. Pitt St.
Fairlawn Court
Bedford, PA 15522
(814) 623-7900

Western Pennsylvania Conservancy
Tom Schmidt, Greenways Program
316 4th Avenue
Pittsburgh, PA 15222
(412) 288-2766

CONCESSIONAIRES

Laurel Highlands River Tours
P.O. Box 107, Dept. TO
Ohiopyle, PA 15470
(800) 4RAFTIN

Mountain Streams
Ohiopyle, PA
(800) 245-4090

Riversport
213 Youghiogheny Street
Confluence, PA 15424
(814) 395-5744

Tussey Mountain Outfitters
228 North Water Street
Bellefonte, PA 16823

White Water Adventurers
P.O. Box 31
Ohiopyle, PA 15470
(800) WWA RAFT

Wind and Water Boatworks
Route 8
Butler, PA
(412) 586-2030

Hazelbaker Recreational Services
Layton, PA 15473
(412) 736-8155
(800) 42-RIVER

HIKING TRAIL CLUBS

Appalachian Mountain Club
Delaware Valley Chapter
Kent Johnson, Mid-Atl. Chair
39 Maple St.
Hatfield, PA 19440
(215) 361-0646
NY/NJ Chapter AMC
Larry Pittis
1491 First Ave, #8
New York, NY 10021
(212) 628-3378

Potomac Heritage Trail Association
1718 N Street N.W.
Washington, D.C. 20036

Keystone Trails Association
P.O. Box 251
Cogan Station, PA 17728

MID-STATE TRAIL ASSOCIATION

Tom Thwaites, VP
1113 Center Lane
State College, PA 16801
(814) 237-7703

Amer. Youth Hostels, Pgh Council
Joe Hoechner
6300 5th Ave.
Pittsburgh, PA 15232
(412) 422-2282

4-H Backpackers
RD 2, Box 71
Johnstown, PA 15904

NEIGHBORING STATES

West Virginia

Highways	(304) 285-3145
Wildlife	(304) 558-2771
Forests	(304) 558-2788
Parks	(800) 225-5982
Trails	(800) 225-5982
Rail Trails	(304) 722-6558

Maryland

Highways	(410) 285-3145
Wildlife	(410) 974-3195
Forests	(410) 974-3589
Parks	(410) 974-3771
Trails	(410) 974-3581
Greenways	(410) 974-3654

SPHPC COUNTY HERITAGE COMMITTEE CHAIRS

Bedford
Joanne Zeigler (814) 623-4827

Blair
Lou Leopold (814) 943-2975

Cambria
Larry Custer (814) 472-6711

Fayette
Evelyn Hovanec (412) 430-4200

Fulton
Margie Taylor (717) 485-3012

Huntingdon
Richard Stahl (814) 643-5091

Indiana
Laurie LaFontaine (412) 349-5171

Somerset
John Torres (814) 467-5646

Westmoreland
Kimberly Bringe (412) 887-7910

SPHPC HERITAGE COMMITTEE TRAIL REPRESENTATIVES

Bedford
Linda Brown (814) 623-2528

Blair
Jennifer Barefoot (814) 695-8521

Cambria
Larry Custer (814) 472-6711

Fayette
Harold Richardson (412) 785-5317
Jo Lofstead (412) 785-8477

Fulton
Lisa Sherman (717) 485-3717
Merle Waltz (717) 485-3148

Huntingdon
Richard Stahl (814) 643-5091

Indiana
Kenan Kevenk (412) 465-3870

Somerset
Tracy Shultz (814) 443-1431

Westmoreland
Lysle Sherwin (412) 238-7560
Malcolm Sias (412) 830-3950

COMMONWEALTH OF PENNSYLVANIA CONTACTS

State Parks

Department of Environmental Resources
Bureau of State Parks
P.O. Box 8551
Harrisburg, PA 17105-8551
(717) 787-6640

Warriors Path State Park
Trough Creek State Park
Canoe Creek State Park
Terry Wentz, Park Manager
RR 2 Box 560
Hollidaysburg, PA 16648-9752
(814) 695-6807

Blue Knob State Park
James Davis, Park Manager
RR 1 Box 449
Imbler, PA 16655-9407
(814) 276-3576

Shawnee State Park
Robert Bromley, Park Manager
P.O. Box 67
Schellsburg, PA 15559-0067
(814) 733-4218

Prince Gallitzin State Park
William Mansberger, Park Manager
RR 1 Box 79
Patton, PA 16668-9201
(814) 674-1000

Ohiopyle State Park
Douglas Hoehn, Park Manager
P.O. Box 105
Ohiopyle, PA 15470-0105
(412) 329-8591

Cowans Gap State Park
Steven Behe, Park Manager
HC 17266
Fort Loudon, PA 17224-9801
(717) 485-3948

Greenwood Furnace State Park
Whipple Dam State Park
Barry Wolfe, Park Manager
RR 2 Box 118
Huntingdon, PA 16652-9006
(814) 667-3808

Yellow Creek State Park
Kenneth Bisbee, Park Manager
RR 1 Box 145D
Penn Run, PA 15765-9612
(412) 463-3850

Linn Run State Park
Laurel Mountain State Park
Laurel Summit State Park
Laurel Hill State Park
Kooser State Park
Laurel Ridge State Park
Robert Huffman, Park Manager
RR 4 Box 130
Somerset, PA 15501-8501
(412) 445-7725

Keystone State Park
Michael Bucheit, Park Manager
RR 2 Box 101
Derry, PA 15627-9617
(412) 668-2939

State Forests

Department of Environmental Resources
Bureau of Forestry
P.O. Box 8551
Harrisburg, PA 17105-8551
(717) 787-2703

Buchanan State Forest
Merl Waltz, District Forester
RR 2 Box 3
McConnellsburg, PA 17233
(717) 352-2211

Tuscarora State Forest
James Foose, District Forester
RR 1 Box 42A
Blain, PA 17006
(717) 536-3191

Forbes State Forest
David Williams, District Forester
P.O. Box 519
Laughlintown, PA 15655-0519
(412) 238-9533

Rothrock State Forest
Ralph Heilig, District Forester
P.O. Box 403
Huntingdon, PA 16652-0403
(814) 643-2340

Gallitzin State Forest
Gary Scott, District Forester
P.O. Box 506
Ebensburg, PA 15931-0506
(814) 472-1862

PennDOT

State Bike/Ped Coordinator
Dave Bachman
P.O. Box 2047
Harrisburg, PA 17105-2047
(717) 783-8444

District 9
Blair, Huntingdon, Fulton, Bedford, Somerset,
Cambria
Larry Bilotto, Planning & Programming
Walt Bagley, Bike/Ped Coordinator
1620 N. Juniata St.
Hollidaysburg, PA 16648
(814) 696-7178

District 10
Indiana
Barry Bere, Bike/Ped Coordinator
Box 429, Rt. 286 South
Indiana, PA 15701
(412) 357-2800

District 12
Fayette, Westmoreland
Ron Boone, Bike/Ped Coordinator
P.O. Box 459
N. Gallatin Ave. Extension
Uniontown, PA 15401-0459
(412) 439-7315

Game Commission

PA Game Commission
South Central Region
P.O. Box 537
Huntingdon, PA 16652
(814) 643-1831

South Central Region:
Blair, Bedford, Huntingdon, Fulton counties

PA Game Commission
Southwest Region
P.O. Box A
Ligonier, PA 15658
(412) 243-8519

Southwest Region:
Fayette, Somerset, Cambria, Westmoreland,
Indiana counties

Department of Conservation and Natural Resources

SW Regional Office
Hugi Koudela, Regional Recreational Advisor
413 State Office Building
300 Liberty Avenue
Pittsburgh, PA 15222
(412) 565-5749

Southwest Region V:
Fayette, Westmoreland, and Indiana Counties

NC Regional Office
Alan Chace, Regional Recreational Advisor
402 Finance Building
P.O. Box 155
Harrisburg, PA 17120
(717) 787-7347

Northcentral Region IV: Bedford, Blair,
Cambria, Fulton, Huntingdon, and Somerset
counties

PA Heritage Parks Program
Larry Williamson, Manager
Room 555, Forum Building
Harrisburg, PA 17120
(717) 783-2659

Deputate for Parks and Forestry
400 Market Street, 3rd Floor
Market Street State Office Building
P.O. Box 8475
Harrisburg, PA 17120

National Recreational Trails Fund
Vanyla Tierney
(717) 787-7395

Keystone Program – River Conservation,
Scenic Rivers Program
Ralph Romeo, Director of Program Planning &
Development
P.O. Box 8551
Harrisburg, PA 17105-8551
(717) 787-2316

Bureau of Forestry
Bill Slippey
Recreation and Trails
P.O. Box 8552
Harrisburg, PA 17120
(717) 783-7941

Forest Stewardship Program
Norm LaCasse
(717) 787-2105

Bureau of State Parks
Keystone Program -Rails-to-Trails
George Burns
P.O. Box 8551
Harrisburg, PA 17105-8551
(717) 787-6674

Transit Authorities

Indiana County Transit Authority
1657 Saltsburg Ave.
Indiana, PA 15701
(412) 465-5648

Westmoreland County Transit Authority
41 Bell Way
Greensburg, PA 15601
(412) 832-2705

Cambria County Transit Authority
726 Central Ave.
Johnstown, PA 15902
(814) 535-5526

Altoona Metro Transit
3301 Fifth Ave.
Altoona, PA 16602
(814) 944-4074

FEDERAL CONTACTS

U.S. Army Corps of Engineers

Conemaugh River Lake
Dave Bishop, Resource Manager
RD 1, Box 702
Saltsburg, PA 15681
(412) 459-7240

Loyalhanna Lake
Joe Bertolini, Resource Manager
RD 2, Box 131
Saltsburg, PA 15681
(412) 639-9013

Raystown Lake
Dwight Beall, Manager
RR 1, Box 222
Hesston, PA 16647
(814) 658-3405 x 203

Federal Highway Administration

Christopher Douwes
Trails Program Manager
FHWA HEP - 50
400 Seventh St. S.W.
Washington, D.C. 20590
(202) 366-5013

Frederick Skaer
Environmental Programs Branch Chief
FHWA HEP - 32
400 Seventh St. S.W.
Washington, D.C. 20590
(202) 366-2058

John Fegan
Bicycle and Pedestrian Program Manager
FHWA HEP - 50
400 Seventh St. S.W.
Washington, D.C. 20590
(202) 366-5007

National Park Service

Mid-Atlantic Region
National Park Service
143 South Third Street
Philadelphia, PA 19106
BJ Griffin, Regional Director
(215) 597-7013

Joe Dibello, Chief
(215) 597-1581
Division of Park and Resource Planning

Rivers, Trails and Conservation Assistance
Branch
Wild & Scenic Rivers Branch
Evelyn Swimmer
(215) 597-7947
Robert Potter
(215) 597-1787

Gene Woock
(215) 597-1903
Regional Trails Coordinator

Washington Office

National Park Service
P.O. Box 37127
Washington, D.C. 20013-7127

Tom Ross, Chief
(202) 343-3778
National Trails Program

Tom Iurino
(202) 343-3709
Rails-to-Trails Contact

Appendix D: Resources for Trail Projects

The following agencies, organizations, and documents are resources that trail advocates can consult when pursuing trail projects.

PERIODICALS

Trailblazer

Rails-to-Trails News

Rails-to-Trails Conservancy
1400 Sixteenth St., N.W., Suite 300
Washington, D.C. 20036
(202) 797-5400

American Hiker Magazine/American Hiker Newsletter

Quarterly magazine/newsletter of information of interest to the general hiking community

Pathways Across America

A newsletter for national scenic and historic trails enthusiasts

All three available from:

American Hiking Society
P.O. Box 20160
Washington, D.C. 20041
(703) 255-9304

Greenways and Trails Newsletter

A national publication and networking source

Greenways and Trails
1776 S. Jackson, Suite 812
Denver, CO 80210
(303) 757-2599

TrailTracks

The trails information exchange newsletter

American Trails
1400 Sixteenth Street, N.W.
Washington, D.C. 20036
(202) 797-5418

Common Ground

Conservation news from the Conservation Fund

Common Ground
C/O Conservation Fund
1800 N. Kent Street, Suite 1120
Arlington, VA 22209
(703) 525-6300

Rail Trails

A "Rails with Trails" bulletin

Rivers, Trails, and Conservation Assistance
National Park Service, Western Region
600 Harrison Street, Suite 600
San Francisco, CA 94107-1372
(415) 744-3975

River Voices

The quarterly publication of the River Network

River Network
P.O. Box 8787
Portland, OR 97207
(503) 241-3506

IMBA Trail News

Promoting mountain bicycling opportunities through environmentally and socially responsible land use

International Mountain Bicycling Association
P.O. Box 412043
Los Angeles, CA 90041

Colorado State Trails News

Colorado programs and information
Colorado State Trails News
Colorado State Parks
1313 Sherman Street, Room 618
Denver, CO 80203
(303) 866-3437

Surface Transportation Policy Project Bulletin

News on innovations in transportation policy
Surface Transportation Policy Project
1400 Sixteenth Street, N.W., Suite 300
Washington, D.C. 20036
(202) 939-3470

Outdoor Traveler/Mid-Atlantic

A quarterly magazine covering outdoor recreation for the Mid-Atlantic states

WMS Publications, Inc.
P.O. Box 2748
Charlottesville, VA 22092
(804) 984-0655

Pro Bike News

Bicycle Federation of America
1506 21st St. N.W., Suite 200
Washington, DC 20036

Bike Fed Update

Bicycling Federation of Pennsylvania
413 Appletree Road
Camp Hill, PA 17011
(717) 761-3388

The OHV Planner

The off-highway vehicle newsletter for land
resource management professionals
Motorcycle Industry Council
2 Jenner Street, Suite 150
Irvine, CA 92718

Trailblazing in Pennsylvania

Rails-to-Trails Conservancy, PA State Chapter
105 Locust St
Harrisburg, PA 17101-1409
(717) 238-1717

Keystone Off-Road Riders Newsletter

Keystone Off-Road Riders, Inc.
123 Hoffman Dr.
Johnstown, PA 15904-2710

PA CleanWays Newsletter

Helping people clean up their environment.
PA CleanWays
R.D. 11 Box 631
Greensburg, PA 15601
(412) 925-9653

The Undercurrent

Headwaters Group, PA Chapter Sierra Club
413 Yeoman St
Johnstown, PA 15906-2840

The Horse Peddler

356 Goucher St.
Johnstown, PA 15905

Keystone Trails Association Newsletter

Keystone Trails Association
P.O. Box 251
Cogan Station, PA 17728

Rails-to-Trails of Blair County Newsletter

Rails-to-Trails of Blair County, Inc.
P.O. Box 592
Hollidaysburg, PA 16648
(814) 832-2400

Currents

Loyalhanna Watershed Association, Inc.
114 S. Market St
P.O. Box 561
Ligonier, PA 15658
(412) 238-7560

Walking

The only magazine for fitness walkers
dedicated to health, fitness, nutrition, travel
and adventure
Customer Service
P.O. Box 56561
Boulder, CO 80322-6561
(800) 678-0881

The Chronicle of Philanthropy

The newspaper of the nonprofit world
The Chronicle of Philanthropy
P.O. Box 1989
Marion, OH 43305-1989
(800) 842-7817

LITERATURE RESOURCES

Adventure Cycling

1992 *Mountain Bike Trails: Techniques for
Design, Construction and Maintenance.*
Missoula, MT.

Alberta Recreation and Parks

1984 *Cross Country Ski Trails.* Edmonton,
Alberta.

Alderson, William and Shirley Low

1976 *Interpreting the Historic Scene.* Nashville,
TN: American Association for State and
Local History.

*Allegheny Ridge Industrial Heritage Corridor
Task Force*

1992 *Plan for the Allegheny Ridge.*
Hollidaysburg, PA: Allegheny Ridge
Industrial Heritage Corridor Task Force.

*American Association of State Highway
Transportation Officials*

1991 *Guide for Development of New Bicycle
Facilities.* Washington, D.C.

1992 *Design Guide for Wildlife Protection and
Conservation for Transportation Facilities.*
Washington, D.C.

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1988 *Bibliography of Trail Construction, Maintenance and Management*. Washington, D.C.
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1991 *Canoeing Guide to Western Pennsylvania and Northern West Virginia, Eighth Edition*. Pittsburgh, PA: American Youth Hostels.
- Appalachian Trail Conference
1981 *Trail Design, Construction and Maintenance*. Harpers Ferry, WV.
- Association of Bay Area Governments
1991 *A Volunteers' Guide*. Oakland, CA.
- Bay Area Ridge Trail Council
1993 *In Support of Trails: A Guide to Successful Trail Advocacy*. San Francisco, CA.
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1994 *Access to Parks Guidelines*. Sacramento, CA.
- California Department of Transportation
1993 *Bikeway Planning and Design*. Sacramento, CA.
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1994 *Pennsylvania Land Trust Manual*. Harrisburg, PA.
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1994 *Regional Heritage Areas: Approaches to Sustainable Development. Information Series No. 88*. Washington, D.C.: National Trust for Historic Preservation.
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1985 *Wildwater West Virginia, 3rd Edition*. Hillsborough, NC: Menasha Ridge Press.
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1988 *The Conservation Easement Handbook*. Land Trust Alliance and the Trust for Public Land.
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1990 *Design for Mountain Communities: A Landscape and Architectural Guide*. New York, NY: Van Nostrand Reinhold.
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1992 *Mountain Trails Management: An Outline*. Denver, CO: National Park Service.
- 1992 *Surface Materials for Multiple Use Pathway Corridors*. Denver, CO: National Park Service.

- 1991 *Developing Sustainable Mountain Trail Corridors*. Denver, CO: National Park Service.

Edison Electric Institute

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Environmental Law Reporter

- 1993 *Wetlands Deskbook*. Washington, D.C.

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- 1991 *Interpretive Planning Guide*, by Kathy Read, Jim Pollock, Warren Bacon. Seattle, WA.

Foundation Center

- 1994 *Foundation Directory and Supplement*. New York, NY.
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Gertler, Ed

Keystone Canoeing – A Guide to Eastern Pennsylvania. Silver Springs, MD: Seneca Press.

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Howe, Fisher

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Kearney, Deborah S., Phd.

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Keller, Kit, J.D.

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Keystone Trails Association

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Knudsen, George

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Land Trust Alliance

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1988 *Interpretation: Key to the Park Experience*. Washington, D.C.: National Parks and Conservation Association.
- Montagne, Charles H.
1989 *Preserving Abandoned Railroad Rights-of-way for Public Use: A Legal Manual*. Washington, D.C.: Rails-to-Trails Conservancy.
- Moore, Roger L.
1994 *Conflicts on Multi-Use Trails: Synthesis of the Literature and the State of the Practice*. Washington, D.C.: Federal Highways Administration.
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1992 *Organizing Outdoor Volunteers: A Step by Step Program for Grassroots Environmental Action Groups*, 2nd edition. Boston, MA: Appalachian Mountain Club.
- National Park Service, U.S. Department of the Interior
1994 *Western Pennsylvania Region: Its Landscape, People, and Industry*. Denver, CO.
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- 1993 *Going Places Workshop Proceedings from the 4th National Rails-to-Trails Conference, September 29 – October 2, 1993 in Concord, CA*. Washington, D.C.
- 1992 *Organizing Citizen Support and Acquiring Funding for Bicycle and Pedestrian Trails: Four Case Studies*. Washington, D.C.
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Appendix E: Funding

FINANCIAL AND TECHNICAL ASSISTANCE OPPORTUNITIES

Grants, Publishers, and Training Organizations

Amherst H. Wilder Foundation Publishing Center
919 Lafond Avenue
St. Paul, MN 55104
(800) 274-6024

Environmental Grantmakers Association
1290 Avenue of the Americas,
Suite 3450
New York, NY 10104
(212) 373-4260

Foundation Center
79 Fifth Ave.
New York, NY 10003
(202) 620-4230

Grantsmanship Center
650 South Spring Street, Suite 507
Los Angeles, CA 90014
(213) 689-9222

Institute for Conservation Leadership
2000 P Street, N.W., Suite 413
Washington, D.C. 20036
(202) 466-3330

American Association of Fundraising Councils
25 West 43rd Street
New York, NY 10036
(212) 354-5799

NonProfit Partners
4502 Groveland Rd.
P.O. Box 18937, Department 9401
University Heights, OH 44118-0937
(216) 291-2307

John Wiley & Sons, Publishers
Nonprofit Series
605 Third Avenue
New York, NY 10157-0228
(800) 225-5945

Jossey-Bass Inc. Publishers
350 Sansome Street
San Francisco, CA 94104-9825

Research Grant Guides
P.O. Box 1214
Loxahatchee, FL 33470

Points of Light Foundation
P.O. Box 66534
Washington, D.C. 20035
(703) 803-8171

Other Assistance

National Bicycling and Walking Clearinghouse
c/o Bicycle Federation of America
(202) 463-8405

National Recreation and Park Association
(NRPA)
Network Research Database
2775 S. Quincy Street, Suite 300
Arlington, VA 22206
(703) 820-4940

The Federal Assistance Retrieval System
Federal Domestic Assistance Catalogue Staff
General Services Administration
300 7th Street, S.W.
Washington, D.C. 20407
(202) 708-5126

The Chronicle Guide to Grants
1255 Twenty-Third Street, N.W.
Washington, D.C. 20037
(800) 287-6072

Federal Assistance Monitor
CD Publications
8204 Fenton Street
Silver Spring, MD 20910
(301) 588-6380

Nonprofit Organizations

The Conservation Fund
1800 North Kent St., Suite 1120
Arlington, VA 22209
(703) 525-6300

The Sonoran Institute
6842 E. Tanque Verde Rd. Ste. D
Tucson, AZ 85715
(602) 290-0828

The Outdoor Industry Conservation Alliance
P.O. Box 88126
Seattle, WA 98138-0126

Coors Pure Water 2000
Coors Brewing Company
Golden, CO 80401
(800) 642-6116

American Forestry Assoc.
P.O. Box 2000
Washington, D.C. 20013
(202) 667-3300

American Rivers, Inc
801 Pennsylvania Ave. S.E. # 400
Washington, D.C. 20003
(202) 547-6900

Sierra Club
730 Polk St.
San Francisco, CA 94109
(415) 776-2211

National Audubon Society
801 Pennsylvania Ave. S.E. # 301
Washington, D.C. 20003
(202) 547-9009

American Hiking Society
1015 31st St. N.W.
Washington, D.C. 20007
(703) 385-3552

Wilderness Society
1400 I St., N.W.
Washington, D.C. 20005
(202) 842-3400

Recreation Equipment, Inc.
6750 S. 228th
Kent, WA 98032
(206) 395-5955

Foundations

The Nathan Cummings Foundation
885 Third Ave.
New York, NY 10022
(212) 230-3377

W.K. Kellogg Foundation
One Michigan Ave. East
Battle Creek, MI 49017-4058
(616) 968-1611

John S. and James L. Knight Foundation
One Biscayne Tower, Suite 3800
Miami, FL 33131-1803
(305) 539-0009

John D. and Catherine T. MacArthur
Foundation
140 S. Dearborn Street
Chicago, IL 60603
(312) 726-8000

Moriah Fund
445 N. Pennsylvania St.
Indianapolis, IN 46205

The David and Lucile Packard Foundation
300 Second Street
Palo Alto, CA 94022
(415) 948-7658

The Proctor & Gamble Fund
P.O. Box 599
Cincinnati, OH 45201
(513) 983-3913

Surdna Foundation, Inc.
1155 Avenue of the Americas
New York, NY 10036
(212) 730-0030

The Andy Warhol Foundation for the
Visual Arts
22 East 33rd Street
New York, NY 10016
(212) 683-6456

American Express Foundation
World Financial Center
New York, NY 10285-4710
(212) 640-5661

Claude Worthington Benedum Foundation
1400 Benedum-Trees Bldg.
Pittsburgh, PA 15222
(412) 288-0360

Geraldine R. Dodge Foundation, Inc.
P.O. Box 1239
Morristown, NJ 07962-1239
(201) 540-8442

The William Penn Foundation
1630 Locust St.
Philadelphia, PA 19103-6305
(215) 732-5114

Texaco Foundation
2000 Westchester Avenue
White Plains, NY
(914) 253-4150

Howard Heinz Endowment
625 Liberty Avenue
Pittsburgh, PA 15222-3115
(412) 391-5122

Vira I. Heinz Endowment
625 Liberty Avenue
Pittsburgh, PA 15222-3115
(412) 391-5122

Richard King Mellon Foundation
500 Grant Street
Pittsburgh, PA 15219-2502
(412) 392-2800

Stackpole-Hall Foundation
44 S. St. Mary's St.
St. Mary's, PA 15857
(814) 834-1845

Harry C. Trexler Trust
33 South Seventh St.
Allentown, PA 18101
(215) 434-9645

COMMONWEALTH FUNDING OPPORTUNITIES

Pennsylvania Environmental Education Act

Department of Conservation and Natural Resources, Office of Parks and Forestry

Purpose: To stimulate environmental education in Pennsylvania through direct student instruction or through teacher training. Funds can be used to develop new programs or to improve the quality of existing programs. Proposed projects may be large, comprehensive endeavors affecting many teachers and/or students; or projects may be small, focused efforts to help an individual teacher or school implement a program.

Eligible Participants:

Competitive grant program for:

- Public and Private Schools — for youth environmental education (elementary and secondary levels)
- Conservation and Education Organizations and institutions — for teacher training in environmental education
- County Conservation District — for youth education, teacher training, or community education

Direct allocation for:

- Bureau of State Parks Environmental Education

The commonwealth authorized \$662,000 for the state fiscal year 1993-1994. The maximum grant allowed is \$10,000.

Pennsylvania Scenic Rivers Act

Department of Conservation and Natural Resources, Office of Parks and Forestry

Policy: Many of the rivers of Pennsylvania, or sections and related adjacent land areas, possess outstanding aesthetic and recreational values of present and potential benefit to the citizens of Pennsylvania.

It shall be the policy of the commonwealth to protect these values and to practice sound conservation policies and practices within a scenic rivers system.

It is, therefore, essential that a Pennsylvania Scenic Rivers System be developed so that these purposes may be fulfilled. The General Assembly affirms that it must assure the people of this generation and their descendants the opportunity to refresh their spirits with the aesthetic and recreational qualities of unspoiled streams.

To implement these policies it is the purpose of this act to establish the Pennsylvania Scenic Rivers System by prescribing the procedures and criteria for protecting and administering the system and for adding new components to it from time to time.

KEYSTONE RECREATION, PARK AND CONSERVATION FUND (KEYSTONE PROGRAM)

The Keystone Program, passed in November 1993, is a landmark commitment on the part of the commonwealth to provide funding for enhanced recreation, park and conservation initiatives across Pennsylvania. Grants are available through the following departments for various purposes as follows:

Department of Conservation and Natural Resources

- Rehabilitation, repair, and development of state parks and forest areas.
- Acquisition of critical recreation and natural areas.
- Rehabilitation and upgrading of state parks and forest facilities.
- Rail-to-Trails matching grants (50/50) to municipalities and organizations.
- Rivers protection and conservation grants (50/50) to municipalities and organizations.

- Land Acquisition.
- Rehabilitation and development of outdoor and indoor recreation and park facilities and areas (50/50).
- Acquisition of recreation and park lands, greenways, and natural areas (50/50).
- Planning projects and technical assistance (up to 100%).
- Acquisition of natural areas and open space (50/50).
- Planning for natural areas and open space (50/50).

Department of Community Affairs (Grant Program)

- Small municipalities program – only for materials and professional design costs (100%).

Pennsylvania Historical and Museum Commission

- Planning, acquisition, development and rehabilitation of commonwealth-owned historic sites and museums.
- Grants to nonprofit organizations and public agencies for planning, acquisition, and rehabilitation of historic sites.

Pennsylvania Fish and Boat Commission

- Planning, acquisition, development and rehabilitation of fishing and boating areas, recreational areas and technical assistance.

Pennsylvania Game Commission

- Planning, acquisition, development and rehabilitation of game lands, recreation areas, natural areas, and technical assistance.

Department of Conservation and Natural Resources, Bureau of Forestry

Both the Forest Stewardship Program and the Stewardship Incentive Program could potentially fund portions of a trail or greenway project. The purpose of these programs is to stimulate enhanced management of nonindustrial private forest lands through cost sharing of approved practices. These may include improved habitat for fish and wildlife, aesthetics, recreational opportunities, increased timber supplies, and other products.

FEDERAL ASSISTANCE OPPORTUNITIES

The following matrix describes federal programs that may be of interest to both land-based and water-based trail projects. Under each program, a brief statement describes how the program could be employed for river, trail, and conservation benefit. Some nontraditional programs may require creative planning and partnerships by trails advocates. Further information on programs may be obtained from the sponsoring agency or from *The Guide to Federal Funding and Assistance for Conservation*.

			Assistance	Applicant
Department	Agency	Program	TA / \$ *	I N L S F
	ACTION	Drug Alliance Program promote education, recreation, and cultural activities and service opportunities	\$	N L S
	ACTION	Retired Senior Volunteer program (RSVP) use of volunteers in management of trails and rivers	\$	N L S
	AmeriCorps	Service America School – Based service and learning	\$	N L S
		Service America Community – Based service and learning	\$	N L S
		Americorps Grants – States by formula	\$	N L S
		Americorps Grants – National Competitive	\$	N L S
		Americorps Grants – Indian Tribes	\$	N L S
		Americorps Grants – VISTA	\$	N L S
		Americorps Grants – Civilian Community Corps	\$	N L S
		National Senior Volunteer Corps – Retired Senior Volunteers	\$	N L S
	Appalachian Regional Commission	Appalachian Local Access Roads access to recreational areas	\$	N L S
	Appalachian Regional Commission	Appalachian Mine Area Restoration for public recreation, conservation, community facilities use	\$	N L S
	Appalachian Regional Commission	Appalachian Supplements to Federal Grants-in-Aid incorporate recreation/conservation benefits into water/sewer project	\$	N L S
Agriculture	Agricultural Stabilization & Conservation Service	Agricultural Conservation Program (ACP) open space conservation, riparian buffer zones	\$	I
		Conservation Reserve Program maintain highly erodible land as open space	\$	I N L S
Abbreviations:				
TA – Technical Assistance; \$ – Financial Assistance/Grants; I – Individuals; N – Nonprofit; L – Local; S – State; F – Federal.				

			Assistance	Applicant
Department	Agency	Program	TA / \$ *	I N L S F
		Water Bank Program annual pay pgm for surface water preservation	\$	I N L S
		Wetland Reserve Program (WRP) easement payment for wetland preservation	\$	I N L S
	Farmers Home Administration	Community Facilities Loans improvement of essential facilities for rural communities	\$	N L S
		Resource Conservation and Development Loans	\$	N L S
		Soil and Water Loans	\$	I
		Watershed Protection and Flood Prevention Loans	\$	N L S
		America The Beautiful tree planting within greenbelts, parks, access points	\$	I
		Challenge Cost – Share Program national forest partnership projects, including recreation	\$	I N L S F
		Cooperative Forestry Assistance river habitat restoration, urban forestry (w/trails)	\$	S
		Forest Research forestry, watershed management forest recreation, wildlife habitat	\$	N L S
		Urban and Community Forestry Program Stewardship Incentive) aesthetic/recreational management of nonindustrial private forests	TA / \$	I
	Rural Development Administration	Resource Conservation and Development Loans	–	–
		Watershed Protection and Flood Prevention Loans recreational development for reservoirs, rivers, shorelines	\$	N L
		Community Facilities Loans improvement of community facilities	\$	N L S
	Soil Conservation Service	Resource Conservation and Development land and water conservation, community development, trails	TA / \$	N L S
		River Basin Surveys and Investigations	TA	L S F
		Rural Abandoned Mine Program potential transformation of area into trails, waterways	\$	I N L S F
		Soil and Water Conservation	TA	I N L S
		Soil Surveys	TA	I N L S F
		Technical Assistance to Landowners and Operators	TA	
		Technical Assistance can provide leadership for land and water programs	TA	I N L S
		Watershed Protection and Flood Prevention (PL-566) multipurpose facilities for recreation, fish and wildlife habitat	TA / \$	L S

			Assistance	Applicant
Department	Agency	Program	TA / \$ *	I N L S F
Commerce	Bureau of the Census	Census Intergovernment Services	TA	I N L S F
	Economic Development Administration	Economic Development – Grants for Public Works and Development Facilities Tourism facilities for federally designated redeveloped areas	\$	L
Defense	Army Corps of Engineers	Aquatic Plant Control	TA	L S
		Erosion Control for Small Beaches	TA	L S
		Flood Plain Management Services recreational use and open space planning, regulations, etc.	TA	I N L S
		Planning Assistance to States (Sec. 22) comprehensive plans for water/related land resources	TA	S
		Protection of Essential Highways (Emergency Bank Protection)	\$	N L S
		Protection, Clearing and Straightening Channels (Sec. 208)	TA	L S
		Small Flood Control Projects projects to reduce flood damages	TA	L S
		Small Navigation Improvements (Sec. 107) planning, design, construction of launch access, piers, etc.	TA	L S
Environmental Protection Agency		Environmental Education Grants indirect trails benefit via improving environmental techniques	\$	N L S
		Pollution Prevention Incentives for States (PPIS) demonstration project with innovative pollution abatements	\$	N L S
		State Wetlands Protection Development Grant Program multiobjective river corridor management with recreation/ greenway	\$	S
	Assessment and Watershed Protection	Clean Water Act Nonpoint Source Grants (Sec 319h)	\$	N L S
	Office of Administration	Environmental Protection Consolidated Grants – Program Support develop integrated approach to water pollution control	\$	L S
	Office of Research and Development	Environmental Protection – Consolidated Research research for environmental management (i.e., water quality projects)	\$	I N L S
	Office of Water	Water Pollution Control (Clean Lake Program) lake protection/restoration, rivers may be eligible	\$	L S
		Water Quality Management Planning (Sec. 205)	\$	S
Federal Emergency Mgt. Agency	State and Local Programs and Support	Hazard Mitigation Assistance flood control planning w/nonstructural alternative or recreational facility	\$	L S
		National Flood Insurance-Program information on promoting wise floodplain management practices	TA	I N L S

			Assistance	Applicant
Department	Agency	Program	TA / \$ *	I N L S F
General Services Administration		Disposal of Federal Surplus Real Property for public park/recreation or wildlife conservation use	—	L S
		Donation of Federal Surplus Personal Property donated land for trails, parks, open space	—	l s
Housing and Urban Development	Office of Policy Development and Research	General Research and Technology Activity urban economic development and monitor community development programs	\$	N L S
	Community Planning and Development	Community Development Block Grants – Entitlement Program improve community facilities, economic development, neighborhood revitalization	\$	L
	Community Planning and Development	Community Development Block Grants – Small Cities Program relocations, urban renewal, economic development	\$	N L S
Health and Human Services	Alcohol, Drug Abuse and Mental Health Admin.	Community Youth Activity Program combat drug abuse via education, training, recreational projects	\$	S
	Office of the Assistant Secretary	President's Council on Physical Fitness and Sports how to introduce/improve physical fitness sports programs	TA	I N L S
	Community Services – Children and Families	Community Services Block Grants – Discretionary Awards innovative projects, instruction for low-income youth	\$	N L S
	Community Services – Children and Families	Community Services Block Grants – Demonstration Projects innovative partnerships to promote self-sufficiency	\$	N L S
	Substance Abuse and Mental Health Services	Community Partnership Study Demonstration Grants coalition building partnerships for prevention programs	\$	N L
Interior		Take Pride in America awards program for volunteer stewardship activities	\$	I N L S
	Fish and Wildlife Service	Anadromous Fish Conservation	\$	N L S
		Endangered Species Conservation	\$	S
		Fish and Wildlife Management Assistance	TA	S F
		Fishery and Wildlife Research	TA	I N L S F
		Migratory Bird Banding and Data Analysis	TA	I N L S F
		North American Wetlands Conservation acquisition of inholdings within federal lands	\$	I N L S

			Assistance	Applicant
Department	Agency	Program	TA / \$ *	I N L S F
		Sport Fish Restoration (D-J Program) land acquisition, rehabilitation for fish conservation	\$	S
		Wildlife Restoration (P-R Program) acquire land, restore populations, public use of resource	\$	S
		Wildlife Research Information	TA	I N L S F
	Geological Survey	Geological Research and Data Acquisition scientific research for trails, rivers, open space	TA	I N
	National Park Service	American Battlefield Protection Program open space preservation	TA	N L S
		Challenge Cost-Share Program projects benefiting NPS units or programs	\$	I N L S
		Disposal of Federal Surplus Real property (Federal Lands-to-Park Program) park/recreation/historical monuments	-	L S
		Fisheries Program	TAS	I N L S F
		Historic Preservation Fund National Register sites, tax credits for conservation easements	\$	I N L S
		Land and Water Conservation Fund (State) acquisition, development, rehabilitation of parks and recreation facilities	\$	L
		Land and Water Conservation Fund (Federal) land acquisition of national recreation lands	\$	F
		National Historic Landmarks nationally significant structures or sites	TA	I N L S
		National Natural Landmarks nationally significant ecol./geol. natural areas	TA	I N L S
		National Register of Historic Places	TA	I N L S
		Rivers, Trails and Conservation Assistance (RTCA) staff assistance for trail & river corridor plans	TA	N L S
		Technical Preservation Services preservation and maintenance of national historic landmarks	TA	I N L S F
		Urban Park and Recreation Recovery Program rehabilitation and innovation grants for recreational facilities	\$	L S
	Southwest Pennsylvania Heritage Preservation Commission	Trails Grant and Loan Program	TA / \$	I N L S
		Cultural and Curatorial Grant Program	TA / \$	I N L S
		Historic Building Grant Program	TA / \$	I N L S
		Regional Trails Committee	TA	I N L S
		County Heritage Committees	TA	I N L S

			Assistance	Applicant
Department	Agency	Program	TA / \$ *	I N L S F
Labor	Employment and Training Administration	Senior Community Service Employment program (SPSEP) community service work opportunities for low-income	\$	N L S
National Endowment for the Arts		Design Arts Program adaptive re-use and civic design for public spaces	\$	I N L S
Small Business Administration		Natural Resource Development (Tree Planting Program) small business plant trees on public lands	\$	S
Transportation	Federal Highway Administration	Bikeway Demonstration Program planning and construction of bike facilities, maps, and educational materials	\$	L
		Federal – Aid Highway Program bike/pedestrian facilities, access roads to federal boat launches	\$	L S F
		Federal Transit Capital Improvement acquisition for mass transit and equipment improvements	\$	L S
		National Recreational Trails Fund (Symms Act), ISTEA acquisition, maintenance, motorized, and nonmotorized trails	\$	N L S
		Enhancements Program, ISTEA rail-trails, bike/ped facilities, etc.	\$	S

Appendix F: Issues/Barriers/Challenges/Possible Solutions to Trail Projects

Responses from the Regional Trails Visioning Workshops were consolidated and grouped into various issues. Only the most frequently mentioned issues are tabulated.

Issues Regarding Trails Projects in the Region

Planning

- 23 No master plan to identify linkages, continuity, and priorities
- 12 Early action to identify new trails, railbank abandonments, update plans
- 9 Acquisition of property via purchase, lease, or easement
- 8 Courthouse searches for property records
- 6 Need county planner initiative and involvement
- 5 Need coordinating agency or organization.

Partnerships

- 25 Volunteers – locating, using, and maintaining
- 16 Political cooperation and support
- 10 Bureaucratic delays and red tape
- 8 Multijurisdiction and layering of multiple governments
- 7 Parochialism among modes, uses, individual trails
- 6 Cooperation
- 5 Need to utilize diverse strengths, including motorized users
- 5 Networking and constituency building for partnership opportunities

Funding

- 76 Locating money for acquisition, planning, design, construction, maintenance
- 20 Need adequate and diverse sources of funding for local buy-in
- 16 Limited funding available, competition for funds
- 5 Awareness of grant availability, including tapping into national service programs
- 5 Funding red tape

Adjacent Landowners and Community Acceptance

- 33 Adjacent property owner concerns, including trespass, privacy, vandalism

- 16 Landowner opposition, resistance, hostility, not in my backyard (NIMBY)
- 11 Private land access and easements

Public Perceptions

- 12 Misperception of use, including volume and intensity figures
- 9 Perception that trails are for select group of society
- 9 Misconceptions of what a trail is and what it can do for the area
- 7 Negative image of trails, such as crime, safety, and property values

Public Relations and Marketing

- 34 Communication of benefits and opportunities to community
- 18 Getting public support for the project
- 16 Lack of information on trail location and access points

Trail Development, Management, and Maintenance

- 57 Determining accountability for management and maintenance
- 20 Trail construction standards; including handicap accessibility, bridges, and tunnels
- 20 Rest stop facilities including phone, water, restroom, information
- 14 Plentiful trailhead access and parking needed for all users
- 10 Rating system for trail types and difficulty
- 6 Signs and trail marking
- 5 Determining ownership of trail

User Conflicts

- 21 Multiple use conflicts and compatibleness
- 17 Separation of motorized and non-motorized
- 10 Safety issues between hunters and trail users
- 10 Hunter opposition and loss of motorized access
- 8 Concern with overuse, responsible use, and overcrowding

Security and Liability

- 37 Safety, security, patrol, law enforcement of crime and vandalism
- 32 Organizational and trail liability
- 14 Emergency access, notification, and response

6 Insurance requirements

Environmental Concerns

- 25 Environmental impact and protection
- 13 Water pollution
- 6 Disruption to natural processes, patterns of wildlife and land use

Solutions to Trail Project Issues**Planning**

- 11 Bureaucratic checklist and education of process
- 8 Maintain database of trails for continuity
- 7 Master plan for accomplishing trail network
- 6 Improve access through alternative transportation modes
- 5 Need clearinghouse for abandonments

Partnerships

- 22 Develop a regional trail council for networking and cooperation
- 17 Coalition-building to tap experienced resources
- 12 Political support and buy-in at local, regional, and federal levels
- 11 Involve PennDOT and advocate a trails category for the 12-year plan

Funding

- 21 Seek professional grant writers or technical assistance
- 18 Interstate Surface Transportation Efficiency Act (ISTEA) and Symms Act
- 14 Fundraising training on sources of funds and how to ask for money
- 13 Keystone Program
- 13 County and state bonds, taxes, recreational equipment tax, vehicle tax
- 13 Americorps, Pennsylvania Conservation Corps, and use of volunteers
- 8 Corporation and developer donations and dedications
- 7 Private foundations, corporations, conservancies, charitable trusts
- 7 Regional trails plan to identify sources and regional approach
- 7 Southwestern Pennsylvania Heritage Preservation Commission (SPHPC)
- 6 Share utility rights-of-way
- 6 Lobbying local, state, federal for funds

Adjacent Landowners and Community Acceptance

- 39 Outreach and publicity to demonstrate economic and social benefits
- 14 Involve landowners early with public meeting
- 9 Involve media for public awareness of benefits of trails
- 7 Involve community in trail development for sense of ownership
- 7 Encourage trail use for commuting and develop spurs to link sites
- 6 Sell plan to community groups and politicians via informed slide presentations
- 6 Develop school programs to educate about trails
- 5 Personal contacts with assistance from user groups using peer pressure

Public Relations and Marketing

- 13 Organized activities and awareness events
- 8 Centralize marketing with maps, possibly with regional or state involvement

Trail Development, Management, and Maintenance

- 21 Volunteers, community service, scouts, 4H, youth forestry camp
- 19 Cooperative agreements, partnerships between user groups, adopt-a-trail
- 13 Directional and informational signage
- 6 Use regional trail network to recommend satisfactory contractors
- 6 Designated management and maintenance responsibilities
- 6 Set standards on gates, trails, bridges, surface, maintenance, facilities
- 5 Use both paid and volunteer workers

User Conflicts

- 27 Establish trail etiquette standards and rules, with enforcement
- 24 Communication among trail users, education, and public relations
- 21 Separate tracks, designated trail uses
- 14 Design for multiple use with wide trailbed
- 12 Involve hunters and sportsmen's clubs in trail organizations
- 11 Signage and information kiosks at trailheads
- 10 Control adjacent uses such as hunting and clearly communicate

Security and Liability

- 14 Cooperative agreements, i.e. Fish and Game Commission, police, municipalities
- 12 Violation reporting system, including milepost markers and emergency call boxes
- 11 Patrol, control, enforcement, Trail Watch volunteers, bicycle patrols
- 10 Educate people about municipal authorities Act 586 for landowner exemption
- 10 Increase usage
- 10 Community support and sense of ownership
- 6 Prevention of injury via planning and design
- 5 Education of rules, regulations, trail etiquette, safety equipment, statistics

Parochialism of Trail User Groups and Individual Trails

- 12 One-on-one contact to educate
- 11 Volunteers
- 11 Municipal participation
- 10 A regional plan that benefits all
- 6 Donations

Benefits of a Regional Trails Organization

Responses from the Regional Trails Visioning Workshops were consolidated and grouped into various headings. Only the most frequently mentioned benefits are tabulated.

Planning

- 23 Linkages
- 6 Reduce duplication through coordination

Partnerships

- 18 Communication and coordination between government agencies and trail groups
- 12 Increase political clout
- 9 Networking
- 8 Work together in partnerships
- 5 Larger support base

Funding

- 10 Fund projects of regionwide importance, such as standards, fundraising, training
- 7 Identify funding sources and share information with individual trail organizations
- 6 Improved access to funds
- 5 Cost savings

Community Outreach and Education of Trail Benefits

- 18 Clearinghouse for trails organizations and coordinating trail activities
- 9 Preserve local heritage and natural resources along trails
- 5 Promote community pride and vision

Public Relations

- 11 Unified publicity with PR person identified who could also work with legislators
- 7 Marketing for all trails including brochure, promoting, advertising

Trail Development, Management, and Maintenance

- 5 Set trail development standards

Benefits of Regional Trails Plan

Responses from the Regional Trails Visioning Workshops were consolidated and grouped into various headings. Only the most frequently mentioned benefits are tabulated.

Planning

- 35 Identify linkages between heritage sites
- 13 Longer routes are more attractive, extend visitor stay and improve experience
- 9 Long-range, regional planning
- 6 Take into consideration all concerns

Partnerships

- 16 Networking to avoid duplication of efforts
- 9 Finding support and sharing expertise
- 8 Lobby power for clean water
- 7 Improve leverage and bargaining power
- 6 Share equipment, facilities, or staff
- 5 Coordinated acquisition efforts

Funding

- 38 Enhance funding opportunities

Community Outreach and Education of Trail Benefits

- 25 Community revitalization and economic development
- 13 Lead to preservation of landmarks
- 6 Education possibilities
- 6 User safety programs
- 6 Regional awareness to environmental and heritage issues

Public Relations

- 37 Cooperative regional marketing and literature distribution
- 5 Opportunity for public involvement

Trail Development, Management, and Maintenance

- 13 Share ideas regarding construction and maintenance
- 11 Multiple use

Appendix G: Pennsylvania Rail-Trail Legislation

"Right of First Refusal"

No. 1990-151

An Act

HB 560

Amending Title 66 (Public Utilities) of the Pennsylvania Consolidated Statutes, providing an opportunity for municipalities to purchase real property being disposed of by public utilities engaged in a railroad business. The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. Title 66 of the Pennsylvania Consolidated Statutes is amended by adding a section to read:

2709. Disposition of real property by public utility engaged in railroad business.

(a) Notice. Before a public utility engaged in a railroad business disposes of real property previously used as a roadbed right-of-way, it must notify the county, city, borough, incorporated town or township in which the real property is located, and it must notify the Department of Transportation, the Pennsylvania Game Commission, the Pennsylvania Fish Commission and the Department of Environmental Resources. Notifications shall be in writing.

(b) Procedure after notice,—

(1) if a municipality or any authority created by a municipality or group of municipalities makes an offer to purchase the real property within 60 days of receiving notice under subsection

(a), the public utility shall accept or reject the offer.

(2) If a municipality or any authority created by a municipality or group of municipalities does not make an offer to purchase the real property within 60 days of receiving notice under subsection

(a) or if the public utility rejects the offer of a municipality, the administrative agencies specified in subsection

(a) have 60 days to decide on making an offer for the real property. If an administrative agency makes an offer under this paragraph, the public utility shall consider the offer and make a decision on the offer before making other disposition of the property. If more than one administrative agency makes an offer, the

public utility shall consider the offers in the following order: the Department of Transportation, the Department of Environmental Resources, the Pennsylvania Game Commission and the Pennsylvania Fish Commission.

(c) Violation — If a public utility engaged in a railroad business disposes of real property previously used as a roadbed right-of-way without complying with this section, the disposition is voidable.

(d) Compliance — The notification requirements of this section shall be deemed to have been complied with if the executed, notarized and recorded deed conveying the property contains a recital affirming that the notifications required under this section were made. A copy of each notice shall be appended to the deed when it is recorded.

Section 2. This act shall take effect in 60 days.

Approved — The 29th day of November, A. D. 1990. Robert P. Casey

"Rails-to-Trails Act"

No. 1990-188

An Act

SB 640

Authorizing the Department of Environmental Resources to acquire and develop available railroad rights-of-way for public recreational trail use; requiring the Department of Transportation to coordinate certain acquisitions of right-of-way with the Department of Environmental Resources and the Pennsylvania Public Utility Commission; and providing a limitation on the liability of persons who provide property for public recreational trail use.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. Short title.

This act shall be known and may be cited as the Rails-to-Trails Act.

Section 2. Definitions.

The following words and phrases when used in this act shall have the meanings given to them in this section unless the context clearly indicated otherwise:

"Available railroad right-of-way." Any railroad right-of-way that is proposed or approved for abandonment before the Interstate Commerce Commission, the Pennsylvania Public Utility Commission, or other governing agency with jurisdiction in the matter.

"Department." The Department of Environmental Resources of the Commonwealth.

"Secretary." The Secretary of Environmental Resources of the Commonwealth.

Section 3. Rails-to-trails program.

There is established within the department the Pennsylvania Rails-to-Trails Program, the purpose of which is to acquire, operate, maintain and develop available railroad rights-of-way for public recreational trail use. The rights-of-way shall be acquired pursuant to this act.

Section 4. Acquisition of land.

(a) Acquisition. – The department is authorized to acquire pursuant to sections 1902-A and 1906-A of the act of April 9, 1929 (P.L. 177, No. 175), known as the Administrative Code of 1929, fee simple absolute title or any lesser interest in land, including easements and leaseholds, for the development purposes of the Pennsylvania Rails-to-Trails Program as provided in this section.

(b) Abandoned railroads. – The department is authorized to participate in abandonment proceedings with the Interstate Commerce Commission for the purposes of acquiring available railroad rights-of-way for use as interim trails or railbanking as set forth in section 8 (d) of the National Trails System Act (Public Law 90-543, 16 U.S.C. S 1247 (d)).

(c) Acceptance of title. – For purposes of the Pennsylvania Rails-to-Trails Program, the department, counties, or municipalities may by gift or purchase:

(1) Accept title, including nonmarketable title, to available railroad rights-of-way and to any areas abutting the rights-of-way which are needed for the construction of trail-user support facilities.

(2) Accept title to available railroad rights-of-way conveyed by quitclaim deed or warranty deed.

(d) Easements over land acquired. – Easements and rights-of way upon, over, under, across or along any land, the fee title of which has been acquired by the department, may be granted

by the department so long as the use of the easement or right-of-way does not interfere with the purposes of this act.

(e) Transfer of trails to local governmental agencies. – The department may transfer its interest in any recreational trail or portion thereof to a local governmental agency or agencies having jurisdiction over the area in which the recreational trail is located for recreational purposes in a manner consistent with department rules and regulations.

Section 5. Powers and duties of Environmental Quality Board.

The Environmental Quality Board shall promulgate all rules and regulations necessary to effectively carry out the purposes of this act, including rules and regulations relating to acquisition, development and use of recreational trails.

Section 6. Powers and duties of department.

The department shall:

- (1) Publish and distribute appropriate maps of recreational trails, including recommended extensions of recreational trails.
- (2) Establish access routes and related public-use facilities, which will not substantially interfere with the nature and purposes of a trail, along recreational trails.
- (3) Evaluate existing and potential available railroad rights-of-way to identify the corridors which are suitable for recreational trail use.
- (4) Maintain updated lists of railroad rights-of-way authorized or proposed for abandonment by the Interstate Commerce Commission and request information on current and potential railroad abandonments from the Department of Transportation, the Interstate Commerce Commission and railroad companies operating within this Commonwealth. At a minimum, lists shall be updated on a quarterly basis.

Section 7. Advisory committee.

(a) Purpose. – The department shall not develop or operate any railroad right-of-way for recreational or historical purposes until an advisory committee, as provided by this section, has been appointed and has met with the secretary or his designee for the purpose of reviewing preliminary plans for the development and operation of the property.

(b) Appointment. - The secretary shall appoint this committee to be composed of the following persons, or the their designees:

- (1) The chairman of the county planning commission of the county or counties affected.
- (2) The chairman of the board of commissioners or of supervisors, as the case may be, of each of the townships in the county or counties affected.
- (3) The chairman of the county board of commissioners of the county or counties affected.

(c) Meetings. - The advisory committee shall meet with appropriate officials of the department at least four times a year for the first two years following the date the department acquires the right to develop any property for the Pennsylvania Rails-to-Trails Program under this act, and semiannually thereafter. During the first two years, at least one meeting of the advisory committee shall be held in each of the counties affected.

Section 8. Review by General Assembly
Notwithstanding any provision of this act, the department shall not develop or operate any railroad right-of-way for recreational or historical purposes until the designated standing committees of the Senate and the House of Representatives have reviewed a department management plan, as it specifically relates to the maintenance and operation of any such project.

Section 9. Coordination with Department of Transportation.

(a) Method of coordination. - The Department of Transportation and the Department of Environmental Resources shall coordinate their evaluations of potential acquisitions and acquisition priorities with respect to available railroad rights-of-way in order to avoid competing for the same corridors. The Department of Transportation and the Department of Environmental Resources shall enter into a memorandum of understanding which shall contain a method by which the coordination of evaluations and acquisition priorities is to be accomplished.

(b) Interim lease of rights-of-way. - Should the Department of Transportation acquire or lease available rights-of-way for future transportation purposes, it shall lease or sublease such rights-of-way to a public recreational trail use if:

- (1) The public agency or private organization

has requested the right-of-way for interim public recreational trails use.

(2) The public agency or private organization agrees in writing to assume all liability and management responsibilities as prescribed by the Department of Transportation to the extent authorized by law.

(3) The use of the right-of-way as a recreational trail does not interfere with the ultimate transportation purposes of the property as determined by the Department of Transportation.

(c) Transportation use and trail use. - If the Department of Transportation determines that an available railroad right-of-way leased for interim recreational trail use is needed for transportation purposes, the Department of Transportation shall work with the leasing agency to accommodate, when feasible as determined by the department, the existing trail use in conjunction with the transportation use.

(d) Future disposal. - If the Department of Transportation determines that an available railroad right-of-way it owns is no longer needed by the Department of Transportation for present or future transportation uses nothing in this act shall prevent the Department of Transportation from disposing of that property in accordance with its own procedures or applicable Commonwealth laws. Prior to disposing of the property, the Department of Transportation shall first notify the department.

Section 10. Coordination with the Pennsylvania Public Utility Commission.

(a) Method of coordination. - Whenever the Pennsylvania Public Utility Commission receives or considers any request for the abandonment or removal of a railroad grade crossing, bridge or tunnel, the commission shall notify the Department of Environmental Resources. The department shall evaluate the proposed abandonment or removal in order to determine the impact of such action upon the development, expansion and existing use of public recreational trails and may participate in proceeding before the commission concerning such matter.

(b) Actions by the commission. - Before taking final action on any request for the abandonment or removal of a railroad grade crossing, bridge or tunnel, the commission shall consider the impact of such action upon the

development, expansion and existing use of recreational trails pursuant to this act and identify and evaluate alternatives which will minimize any adverse impacts of commission actions upon the development and use of recreational trails.

Section 11. Limitation on liability of persons making land available for trail use.

(a) General rule. – Except as specifically recognized or provided in subsection (d), an owner or lessee who provides the public with land for use as a trail under this act or who owns land adjoining any trail developed under this act owes no duty of care to keep the land safe for entry or use by others for recreational purposes, or to give any warning to persons entering or going on that trail land of a dangerous condition, use, structure or activity thereon.

(b) Owner. – Any person, public agency or corporation owning an interest in land utilized for recreational trail purposes pursuant to this act shall be treated as an "owner" for purposes of the act of February 2, 1966 (1965 P.L. 1860, No. 586), entitled "An act encouraging landowners to make land and water areas available to the public for recreational purposes by limiting liability in connection therewith, and repealing certain acts."

(c) Specific limitations on liability. – Except as specifically recognized by or provided in subsection (d), an owner or lessee who provides the public with land under this act shall not, by providing that trail or land:

(1) Be presumed to extend any assurance that the land is safe for any purpose; (2) incur any duty of care toward a person who goes on that land; or (3) become liable for any injury to persons or property caused by an act or an act of omission of a person who goes on that land.

(d) Exception. – (1) This section shall not apply to the owner or lessee of the land used as a

trail if there is any charge made or usually made for entering or using the trail or land, or any part thereof.

(2) This section shall not apply to the owner of land adjoining a trail if there is any charge made or usually made by the owner of such adjoining land for using the trail or land, or any part thereof, or if any commercial or other activity relating to the use of the trail whereby profit is derived from the patronage of the general public is conducted on such adjoining land, or on any part thereof, provided, however, that nothing in the section shall be construed to authorize an adjoining land owner claiming an interest in an available railroad right-of-way to charge for or inhibit the use of such a right-of-way as a recreational trail.

(3) Nothing in this act limits in any way any liability which otherwise exists for willful or malicious failure to guard or warn against a dangerous condition, use, structure or activity.

Section 12. Notices

(a) Service of notice. – The railroad shall serve any notices as required by the Interstate Commerce Commission, the Pennsylvania Public Utility Commission and other governing agencies upon the Governor and the Department of Environmental Resources.

(b) Notification of jurisdiction. – If the department determines that jurisdictional control is not appropriate by the department or other State agencies, then the department shall have the responsibility to notify the county government and municipalities of the availability or potential availability of the railroad right-of-way.

Section 13. Effective date.

This act shall take effect in 90 days.

Approved – The 18 day of December, A.D. 1990.
Robert P. Casey

Appendix H: Public Land Summary and Opportunities

Established public lands in western Pennsylvania abound with extensive primitive trail systems in remote settings. Thousands of opportunities exist for a very remote and contemplative trails experience. State forests, game commission lands, state and county parks, and Corps of Engineers projects currently offer these experiences. Four NPS units exist in the region: Allegheny Portage Railroad National Historic Site, Fort Necessity National Battlefield, Johnstown Flood National Memorial, and Friendship Hill National Historic Site. Experiences include wildlife viewing, contemplation, historic study, interpretation, front country hiking, and long distance hiking.

BEDFORD COUNTY

Game Lands

Game Lands # 26, 41, 48, 49, 73, 97, 104, and 261 each offer extensive trail opportunities.

State Parks

Warriors Path offers hiking and cross-country skiing of novice to intermediate levels.

Blue Knob offers the Lost Turkey Trail, a 17-mile network

Shawnee has 12 miles of hiking trails available for visitors to explore the scenic beauty of the park.

State Forests

Buchanan and **Gallitzin** offer extensive trails opportunities.

BLAIR COUNTY

County Parks

Brush Run Park
Valley View Park

Game Lands

Game Lands # 26; 73, 118, 147, 158, 166, 198, and 267 each offer extensive trails opportunities.

State Parks

Canoe Creek offers several local trails including the Moore's Hill and Limestone Quarry Trails.

National Park Service

Allegheny Portage Railroad National Historic Site offers 10 miles of dayhiking opportunities.

CAMBRIA COUNTY

County Parks

Duman Lake Park

Game Lands

Game Lands # 26, 42, 79, 108, 120, 158, 184, 198, and 279 each offer extensive trails opportunities.

State Parks

Prince Gallitzin currently offers a 9-mile network of hiking trails, 3 miles of which are self guided interpretive trails. An exercise trail is available for fitness enthusiasts.

State Forests

Gallitzin offers extensive trails opportunities.

National Park Service

Staple Bend Unit, Allegheny Portage Railroad National Historic Site, and Johnstown Flood National Memorial offer frontcountry hiking.

FAYETTE COUNTY

Game Lands

Game Lands # 51, 111, 138, 238, 265, and 296 each offer extensive trails opportunities.

State Parks

Laurel Ridge offers the outstanding Laurel Highlands Hiking Trail, over 70 miles of hiking, and exploration opportunities between Ohiopyle State Park and Seward.

Ohiopyle offers 28 miles of bicycling opportunities that parallel the Youghiogheny River. Extensive hiking trails are also available.

State Forests

Forbes offers extensive trails opportunities.

National Park Service

Fort Necessity National Battlefield and **Friendship Hill National Historic Site** offer interpretive walks.

FULTON COUNTY

Game Lands

Game Lands # 49, 53, 65, 81, 121, 124, and 128 each offer extensive trails opportunities.

State Parks

Cowans Gap offers more than 10 miles of day hiking and is crossed by the Tuscarora Trail, a 105-mile-long connection to the Appalachian Trail.

State Forests

Buchanan offers extensive trails opportunities with an 80-mile network, 27 of those miles being for ATV use.

HUNTINGDON COUNTY

Game Lands

Game Lands # 67, 71, 73, 81, 99, 112, 113, 118, 121, 166, and 251 each offers extensive trails opportunities.

State Parks

Greenwood Furnace offers many short hikes in the park and two long-distance trails start in the park – the Greenwood Spur and the Mid-State Trail – a 171-mile ridgetop route offering a forested trail experience.

Whipple Dam offers two day hikes on the Ridge Trail or the Table Top Trail.

Trough Creek offers a 16-mile network displaying scenic vistas, streamside hollows, ridgetops, and hillsides of the park.

State Forests

Rothrock and **Tuscarora** offer extensive trails opportunities.

Corps of Engineers

Raystown Lake

INDIANA COUNTY

County Parks

Blue Spruce Park
Pine Ridge Park
Hemlock Lake
Tunnelview Historic Site

Game Lands

Game Lands # 79, 153, 174, 185, 248, 262, 273, 276, and 282 each offer extensive trails opportunities.

State Parks

Yellow Creek offers several dayhikes best done in the spring.

State Forests

Gallitzin offers extensive trails opportunities.

Corps of Engineers

Conemaugh River Lake

Mahoning Creek Lake

SOMERSET COUNTY

County Parks

Windber Recreation Park

Game Lands

Game Lands # 26, 42, 50, 82, 104, 111, 228, 231, and 271 each offer extensive trails opportunities.

State Parks

Laurel Hill offers 12 miles of dayhiking opportunities.

Kooser offers many short hikes including the popular Kincora Trail. Skiing is also available.

State Forests

Forbes and **Gallitzin** offer extensive trails opportunities.

WESTMORELAND COUNTY

County Parks

Twin Lakes Park
Mammoth Park
Northmoreland Park

Cedar Creek Park
Bridgeport Dam
Acme Dam

Game Lands

Game Lands # 42, 153, and 296 offer extensive hiking, biking, cross-country skiing, and snowmobiling trails opportunities.

State Parks

Keystone offers short day hikes as well as snowmobiling routes.

Linn Run offers short day hikes.

State Forests

Forbes offers extensive hiking opportunities including the Grove Run Trail, the Wolfs Pack Trail, and the Spruce Flats Trail. Snowmobiling is also available.

Corps of Engineers

Loyalhanna Lake

Conemaugh River Lake

National Recreation Trails

There are several national recreation trails in the region. They include the following: Flour Sak Battle Bicentennial Trail at Bushy Run Battlefield in Westmoreland County, Summit Nature Trail at Allegheny Portage Railroad National Historic Site in Blair County, Bear Run Nature Reserve National Recreation Trail at Mill Run in Fayette County, Friendship Hill National Recreation Trail near New Geneva, Black Willow Water National Recreation Trail at Loyalhanna Lake, Potomac Heritage Trail – Laurel Highlands Hiking Trail National Recreation Trail at Ridge State Park, and the Potomac Heritage Trail – Youghiogheny River Trail National Recreation Trail in Ohiopyle State Park in Fayette County.

Opportunities. The opportunity exists for loop trail systems from urban areas to the existing public lands. This opportunity will most likely be mountain (natural surface or primitive) trails, offering a fine complement to the abundance of rail trails in the region. There is also an opportunity for agencies to conduct

inventories of heritage resources and implement a heritage ethic for their trails program that will fit into the overall vision for the region. In addition, there is a demonstrated need for accessible trail facilities on established public lands in the region.

Compliance and Project Team and Consultants

Heritage Trails: Strengthening a Regional Community is not an action document. As such, the plan is exempt from federal environmental protection laws and regulations, including the National Environmental Policy Act of 1969 and section 106 of the National Historic Preservation Act of 1966, as amended. This exemption is provided through Department of the Interior NEPA guidelines — specifically Categorical Exclusion 7.4 B(10), preparation of internal documents preliminary to specific proposals or sets of alternatives.

However, the SPHPC is an agency of the Department of the Interior, and any commission-funded or assisted actions or development resulting from this plan must comply with the applicable federal environmental protection laws, regulations, and executive orders. Evidence of that compliance will be demonstrated in the NEPA compliance document that will accompany the specific planning or design product. The SPHPC will coordinate the activities of the resource preservation agencies and other partners to ensure that both the spirit and the letter of federal environmental protection legislation is met.

Each county, township, or municipality requires permits for the construction of roads, facilities, and improvements. In addition, compliance with all applicable federal regulations is required for all actions of a specific planning or design nature. This includes compliance with all provisions of the Americans With Disabilities Act of 1991 and the Intermodal Surface Transportation Efficiency Act of 1991.

PROJECT TEAM AND CONSULTANTS

Heritage Trails Task Force

Gary Plummer, Pennsylvania Electric Company
Ed Patterson, Indiana County Parks Director
Laurie Lafontaine, Trails Committee Chair
Karl King, SPHPC
Richard Stahl, Planning Director
Huntingdon County Planning Commission

Consultants

Peter Barton, Executive Director
Altoona Railroader's Memorial Museum
Mike Burk, Benscreek Canoe Club
John York, SPHPC
John Romano
Southern Alleghenies Planning and
Development Commission
Dave Bachman, PennDOT
Ralph Romeo, Department of Environmental
Resources
Tom Sexton, Rails-to-Trails Conservancy,
Pennsylvania Chapter
Jude Harrington, Corps of Engineers,
Raystown lake

Planning Team

Peggy Pings, Planner
Hugh Duffy, Team Captain
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Sam Lammie, Geographic Information Systems
Specialist
Rocky Kloster, Geographic Information Systems
Technician
Keith Morgan, Interpretive Planner

DATE DUE

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As the nation's principal conservation agency, the Department of Interior has responsibility for most of our nationally owned public lands and natural and cultural resources. This includes fostering wise use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historic places, and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people. The department promotes the goals of the Take Pride in America campaign by encouraging stewardship and citizen responsibility for the public lands and promoting citizen participation in their care.

The Southwestern Pennsylvania Heritage Preservation Commission is a federally appointed organization with the Department of the Interior. The commission is a catalyst for partnership efforts to conserve, interpret, and promote the sites, landscapes, and stories of America's industrial heritage in southwestern Pennsylvania. Through this conservation and commemoration effort, the commission will also stimulate economic development in the region. This product was prepared for the commission through a partnership effort with the National Park Service. NPS D-97A August 1995





Regional Trails Committee
Heritage Trails Task Force
National Park Service
Southwestern Pennsylvania Heritage Preservation Commission